

The Hongkong Telegraph.

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NEW SERIES No. 5636

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SATURDAY, DECEMBER 7, 1907.

大拜禮

號七月二十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 35,550,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. PORT ARTHUR.
YOKOHAMA. ANTUNG.
SAN FRANCISCO. IOYANG.
HONGKONG. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit:—

For 12 months.....5% p.a.
" 6 ".....4% " "
" 3 ".....3% " "

TAKKO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....GOLD \$1,250,000
ABOUT MEX \$5,000,000
RESERVE FUND.....GOLD \$1,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warsthaeger & Co.

Mendelssohn & Co.

M. A. von Kolisch & Soehne Frankfurt.

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayrische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [14]

NEERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Saigon, Sourabaya, Cherbon,
Tegal, Pecalongan, Paseroeren, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUNDS.....\$11,750,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq., E. Shellim, Esq.,
R. Goets, Esq., R. Shewan, Esq.,
A. Haupt, Esq., H. A. W. Slade, Esq.,
C. R. Lenzmann, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND.....£1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRI-
ETORS.....£ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

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Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & { 1st Dec. } About 8th } Freight and
YOKOHAMA { Capt. E. P. Martin, R.N.M.S. } Dec. } Passage.

SHANGHAI { DELHI { About 15th } Freight and
Capt. J. D. Andrews, R.N.M.S. } Dec. } Passage.

LONDON, &c., via usual Ports { MALTA { 14th Dec. } See Special
of Call { Capt. R. A. Peters } Noon } Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th November, 1907. [12]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN

Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.

COAL VASE TONGS.

FIRE SCREENS. FIRE GUARDS.

LANE, CRAWFORD & CO. [85]

GUINNESS'S STOUT

AND

BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [13]

HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY.

LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 8th December,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare.....\$4.00

" " " " " on the following day.....5.00

" " " " " Single.....2.00

Popular Excursion Rates at usual.

Children under 12 years Half-Fare.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the
returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 2nd December, 1907. [16]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.,

THE MUTUAL STORES,

and all its BRANCHES;

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [10]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS
from \$60.

Also Furs, Feather Boas, Trimmings, &c. [19]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [1545]

Hotels.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons..... Captain H. D. Jones.
 "POWAN," 2,363 "..... " H. I. Black.
 "FATSAN," 2,363 "..... " C. V. Lloyd.
 "KINSHAN," 2,363 "..... " B. Branch.
 "HEUNGSHAN," 2,363 "..... " R. D. Thomas.

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).
 On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.
 On Sunday and Tuesday..... 2 night " " " 11 P.M.
 On Monday..... " " " 10 and 11 P.M.
 On Wednesday..... " " " 10 P.M.
 On Thursday..... " " " 10 P.M.
 On Friday..... " " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted). S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.
ALL PAYMENTS MUST BE MADE IN CASH. CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons..... Captain W. A. Valentine.
 "SUI-TAI," 1,651 "..... " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons..... Captain S. Bell Smith.
 "NANNING," 569 "..... " Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 7th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.
 For further information apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO. BARRETTO & CO.

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telephone Address:
 "CHIEF" HONGKONG.
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
 Proprietor.
 [378]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[37]

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. Kischer	WEDNESDAY, Noon, 18th Dec., 1907.
SHANGHAI, NAGASAKI, HIOGO, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About WEDNESDAY, 18th Dec., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Nissen	THURSDAY, 5 P.M., 2nd Jan., 1908.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblitt	Middle of Dec., 1907.
EUROPE via PORTS OF CALL	"SACHSEN" Capt. Woltemas	About WEDNESDAY, 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	On or about	Will leave for	Expected on or about
TJIKING	JAVA	First half Dec.	JAPAN	First half Dec.
TJIPANAS	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 27th November, 1907.

MOROCCAN WOMEN.

LIFE IN THE LAND OF THE S. L. TAN'S HAREM.

In *The World*, Mrs. Mansel-Pleydell, author of *Sketches of Life in Morocco*, contributes the following article descriptive of the women of that interesting country:—

Moorish women are a mystery to most people, as so little is known about them. It is quite possible, however, that there is not much to be known, for they are ignorant and wholly uneducated. The very superficial education provided by the Sultan for his people is only for the benefit of boys. Girls are taught nothing; they cannot read or write, and very few are able to sew, for sewing is universally done by men in Morocco.

NARROW EXISTENCE.

Moorish women of the upper classes are brought up from childhood within the walls and gardens of their fathers' houses, and do not often go beyond, except in the case of a rich Moor, whose family is taken once a year from the town house to a country house to escape the hottest summer months. Then, veiled and shrouded in hails, they are borne on mules, surrounded by servants and slaves, from one domicile to the other.

Their marriages are arranged for them by their parents, and no girl of the upper classes ever sets eyes upon her husband before she is taken to his house after the performance of the marriage ceremony. How women employ themselves during their married lives no one outside can really know, but I have always heard that their chief interests are centred in the town gossip.

Kaid Maclean's daughter, who speaks Arabic perfectly, told me that she had never met any Moorish lady, among the many she has visited, who was not convinced that the life she and her countrywomen lead are superior to those led by the women of other nations.

MATRIMONY.

They always criticised the European women's custom of going about unveiled. Your father cannot care much about you, let you go about unveiled, for it is a disgrace for a woman to show her face to men, has often been said to Miss Maclean; and nothing she could say in reply would alter the Moorish women's opinion.

An English girl and I once paid a visit to a Moorish lady, and were shown into a courtyard with a large round stone tank full of water in the centre; the floor was inlaid in coloured mosaic work, and all round was an arched colonnade decorated in the same style. Two slave women, black as night, came forward and ushered us through an open doorway leading from the court into a long narrow room, and there drawn up in line were three Moorish ladies, waiting to receive us.

Each was dressed in a coloured brocade kaftan, woven with gold and silver thread; the fronts were ornamented with rows of tinsel buttons, and the garments were kept together by very wide multi-coloured belts bound several times round their ample middles. They also wore ropes of small pearls, and quaint Moorish jewellery on their arms and in their ears, while their feet were encased in red leather slippers. They began at once to question us as to whether we were married or not; and when my friend told them she had no husband, nor did she want one, the Moorish women only laughed and exchanged knowing glances with each other.

HAREM LIFE.

It was easy to see that they did not believe the English girl's assertion, and soon showed that she had gone down in their estimation by her admission. I think they decided that she must be very unattractive indeed. They told us how many sons they each had, inquired as to the number of mine, fingered our jewellery, inspected our clothes, and then we had to go, for it was impossible to carry on any further conversation.

The few other visits I have paid to Moorish women of the upper classes have confirmed the impression left upon me by my first. No doubt occasionally a woman will arise among her ignorant sisters with unusual brain development. Such a one will wield undisputed sway in the harem where the fates have placed her. She will rule her lord and master absolutely, permitting no rivals, but probably inclining him to deeds of cruelty and violence; for a clever, ignorant, and uncontrolled woman will cause more crimes to be committed by the men whose passions she feeds upon; than the worst man will commit who acts upon his own impulses.

The women of the lower classes have a much larger outlook, but their lives are filled with ceaseless toil. Between Tangier and Cape Spartel is wooded country, and if you ride along that road you will probably see huge bundles of cut wood coming towards you, and from a distance they seem to move of their own accord. As they come nearer you will discover a pair of short thick legs moving under each load, and on close inspection a woman can be discerned doubled up, and half hidden by her huge bundle. She often carries a baby in addition, slung on her back below the wood.

QUAINT CHARMS.

The crime of poisoning is known to be much indulged in by Moorish women. A wife, madly jealous of a rival to her husband's affections, will contrive, with the help of a faithful slave, to put some arsenic or corrosive sublimate into her rival's food. The victim dies in agony, but in a country where there are no doctors and no medical science, it is impossible to connect such a death with the wife of a well-to-do merchant or official. If the husband in such a case continues to disprove his favours elsewhere than at home, he may be taken ill after a meal and die likewise.

Moorish women resort much to charms to gain lovers, or to keep their affections when gained. There is one charm which is seldom known to fail. It consists of shredding a small piece of an under-garment which the man has worn, and after certain incantations have been said over it, of rolling the particles into the shape of a small ball. This is embedded in a larger ball of clay, and after being

slightly damped it is kept in a pot over the embers of live charcoal. I have been assured that, as soon as the heat penetrates the clay, the man, whoever he may be, will lay aside whatever work he is doing at the time, and fly to the arms of the woman who invokes the charm! As long as the ball is kept warm, so long will the heat of love burn in the heart of the lover for that woman.

Another spell much resorted to is cast by cutting off the tips of a donkey's ears, cooking them, and mixing them in the man's food. He then becomes as foolish as a donkey with love for the charmer who has provided his unsavoury repast!

To Let.

TO LET.

CROWNSNEST, Barker Road, unfurnished or partly furnished.
 Apply to—
 C. L. GORHAM,
 3, Pedder's Street,
 Hongkong, 2nd December, 1907. [1048]

TO LET.

OFFICES ON TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
 HATHERLEIGH, Conduit Road.
 A HOUSE in CLINTON GARDENS, Conduit Road.
 OFFICES in YORK BUILDING.
 GODDOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 165, DES VEXUX ROAD next to the Hongkong Hotel.
 FLATS in MORETON TERRACE.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st December, 1907. [516]

TO LET.

A HOUSE in KNUITSFORD TERRACE, KOWLOON.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st December, 1907. [56]

TO LET.

NO. 11, SEYMOUR ROAD.
 With possession from 1st December next.
 Apply to—
 THE COMPRADORE DEPARTMENT,
 Jardine, Matheson & Co., Ltd.,
 Connaught Road Central.
 Hongkong, 22nd October, 1907. [940]

TO LET.

NO. 38, CAINE ROAD.
 AUCTION ROOMS, No. 2, ZETLAND STREET.
 No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
 Apply to—
 LEIGH & ORANGE,
 1, Des Vexux Road.
 Hongkong, 16th October, 1907. [912]

TO BE LET.

SUITABLE OFFICES, in No. 7, PEDDER STREET. Two very spacious, bright and airy Rooms. Rent moderate.
 Apply—
 "Y. Z."
 C/o Hongkong Telegraph.
 Hongkong, 4th December, 1907. [1060]

TO LET.

NO. 5, MORRISON HILL.
 ONE FOUR-ROOMED HOUSE, in PRAYA EAST, near East Point.
 Apply to—
 JARDINE, MATHESON & CO., LD.
 Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.
 Apply to—
 COMPRADORE,
 Jardine & Co.,
 Hongkong, 14th October, 1907. [665]

Intimation.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 15 minutes.
 9.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 15 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 12.00 noon. Every 15 minutes.
 12.00 noon to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 1.30 p.m. Every 15 minutes.
 1.30 p.m. to 2.00 p.m. Every 15 minutes.
 2.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.
 SATURDAYS.
 Extra cars at 5.15 p.m., 11.30 p.m., and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vexux Road Central.
 JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 4th June, 1907. [10]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consults for Free.
 Hongkong, 20th June, 1906. [50]

DR. M. H. CHAUN,

THE LATEST METHOD

of the
 AMERICAN SYSTEM OF DENTISTRY
 35, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1907. [61]

Intimations.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS

Powell's

Bazaar

ANIMALS

POWELL'S

BAZAAR

DOLLS

50 CENTS TO \$19.50 EACH.

POWELL'S

BAZAAR

GAMES

POWELL'S

BAZAAR

FANCY
GOODS

POWELL'S

ALEXANDRA

BUILDINGS.

Hong Kong, 7th December, 1907.

Intimations.

NOTICE

THE HONGKONG MILLING COMPANY, LIMITED, have REMOVED their OFFICES to KING'S BUILDINGS, 4th FLOOR.
Hong Kong, 2nd December, 1907. [1047]

BAZAAR

IN AID OF THE
POOR CHINESE ORPHANS
OF THE
ASILE DE LA SAINTE ENFANCE,
under the Distinguished Patronage of
their Excellencies
Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O.,
and Lady LUGARD.

THE French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the City Hall on WEDNESDAY, the 11th inst., at 2 o'clock in the afternoon.

They request your presence in order to inspect the different Needle and Fancy Works made by their Poor Orphans.

Asile de la Sainte Enfance,
Hong Kong, 3rd December, 1907. [1053]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Underwritten and Executed
SHEWAN, TOMES & Co.,
General Managers.
Hong Kong, 2nd December, 1907. [525]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$3.00 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers
Hong Kong, 3rd October, 1907. [48]

Sole Agents for
HUMBER CYCLES.

TYPEWRITERS

FOR
HIRE, REPAIR & SALE.
TO CLEAR AT VERY MODERATE
PRICE.

REMINGTON,
HAMMOND,
BARLOCK.
NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES
and BOATS

FOR HIRE AT BLAKE PIER,
DAY AND NIGHT PER HOUR\$2

New Bicycles
for Hire.

NEW CYCLES FROM \$65 EACH.
REPAIR TO MOTOR BOATS, CARS,
and CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,
NO. 11, D'ALBUQUERQUE ST. and KOWLOON.
Hong Kong, 27th November, 1907. [1467]

A BROKEN-DOWN SYSTEM.
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential to all such cases is a certain amount of **VITAL STRENGTH & ENERGY** to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of

**THE NEW FRENCH REMEDY
THERAPION No. 3**
than by any other. It is a medicine, as it is sold by the bottle, and is in accordance with the principle of the French Government, which has been the only one to have been tested by the French Government.

**THE EXPIRING LAMP OF LIFE.
LIGHTED UP AFRESH.**
A new course of treatment is now being given to the world. It is a course of treatment which is now being given to the world. It is a course of treatment which is now being given to the world.

THERAPION
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential to all such cases is a certain amount of **VITAL STRENGTH & ENERGY** to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of

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Sold by all Chemists.

HER UNION.

(Miss Mary Higgin proposes a third batch for wives.)

New woman makes us husbands ride
For a while with the little "o"
A unionist will dub her;
So, settled grief with us prevails;
And you will soon amid our walls
Find us all blubber.

Since my belief's no other than
A wife's match for any man,
When wives against us thus band,
I must lament, my pain is such,
A League of Wives is far too much
For any husband.

I'm torn by unremitting dread,
O'erthought within my achy head
Is chronically humming;
If women can't get all they like,
My Benedicks, they'll strike, they'll strike!
I feel it coming.

And woman's triumph's sure, no doubt,
We can't dismiss, we can't lock out,
So weak is our position;
No husband, whatever his views,
Dare to his better half refuse
Some recognition.

—Pall Mall Gazette.

THE TROUBLES OF A
HOUSEHOLDER

My friend Snooks came to me the other night in a state of hysterical despair. He sat down miserably and gloomily lighted the cigar I offered him. Then he burst into a storm of abusive speech.

"I am sick of it," said he. "I wish I were dead."

"What's the matter?" said I. "The old complaint, I suppose?"

"No," he growled. "It's worse than that. It's worse than anything I've that beastly repairing lease."

"Tell me all about it."

"Well, my wife took it into her head that it would be a good idea to have the house done up while we were away for our summer holidays. The smell of paint is bad for the children, you know. Arsenical poisoning, and so on."

"A very sensible idea, too. You got a contract, of course?"

"Oh, yes, we got a contract. Much good that was!"

"Didn't they do the work?"

"Do the work? They did us! They are doing us now."

"It's getting on, old man. You went away in August, didn't you? Aren't they out yet?"

"No, they're not out yet!"

"Well, it's a long time till Christmas."

"Don't talk to me of Christmas! No Christmas for me!"

"What happened?"

MAKING A JOB OF IT.

"Listen! You know the staircase paper was quite fresh. We asked the idiot whether he could paint the dado and whitewash the ceiling without damaging the wallpaper. He smiled, and said nothing could be easier. They would hang sheets over the paper. Well, he forgot to tell his men, and they splashed away merrily. When we arrived we found that our wallpaper had been whitewashed as well as the ceiling. Sickening, wasn't it?"

"Very. What did you do?"

"I abused the imbecile. He said they would clean the paper. They spent days dabbling about with sponges and pails and wet cloths. They took the pattern off."

"You made them repaper the walls?"

"Yes, I did. But, good heavens, it was a job. First, we had to choose a paper. Have you ever chosen a wall-paper?"

"It is a bit of a business."

"A bit of a business? It is the life of a business. You see, the wife wanted something fresh, and artistic and soft and cool, and warm, and bright, and restful. I told her to please herself, but no, she would have me in it. Look here, do you know who designs wall-papers?"

"They say it is the Royal Academy!"

"Well, whoever they are, I wish they had one neck, so that I could wring it! Wall-papers are—well, they are the limit."

"Ugly?"

PROBLEMS OF ART.

"Don't ask me. It's not their ugliness I mind. It's their variety of ugliness. I believe all the bad taste in the world is busy designing wall-papers. Honestly, I nearly lost my reason. We spent days in showrooms looking at fellows flapping the patterns over easels. We got muddled. We lost all power of judgment. At last, I begged the wife to take anything and be done with it."

"And did she?"

"No. She wouldn't give up hope. My dear boy, we lived in paper-shops. Have you ever had a wall-paper headache? No? I envy you. It's the worst kind of headache. It makes your brain crawl with curly horrors. It's worse than 'D.T.'"

"What did you choose in the end?"

"Brown paper. Common, ordinary, cheap brown paper. Will you believe it, they could not paste it on the walls without splashing the paint! Then they tried to touch 'up' the white paint, and they not only covered it with blotches and patches, but they slopped it over on the paper. I tell you, it made me sick."

"What are they doing now?"

"Oh, they are repainting the paint. I can't get them 'out of the house.' They will never go. I fell over a paint-pot last night in the dark, and spoiled a new suit of evening clothes. It's awful, old man, awful."

"Why don't you put them out, and let it go at that?"

"Ah, you don't know my wife. She will get it right if she dies for it. Do you know they are afraid of her? The painter shiver and shake when they see her. Why, the men are so nervous they can hardly hold a brush."

"I suppose they will have to go in the end?"

"You bet they will! I'll see to that! I'll make them pay me compensation. They'll owe me money before I'm done with them."

It's rather hard on them, isn't it? They deserve it," he growled. "Every blunder they could make they have made. Do you know what they did? I'll tell you. The wife chose a ceiling-paper for the drawing-room, and another for the best bedroom. They put the bedroom paper on the drawing-room, and the drawing-room paper on the bedroom. Wouldn't that drive you crazy?"

"It certainly does seem careless."

"That's not all. They have lost all the door handles and all the finger plates. I know I'll go mad. I know it."

"Wouldn't it have been better to have taken a new house?"

"Of course, it would. It's the only way. It's stark, staring folly to let painters inside your door. They don't paint your house; they live in it. The worst of it is we are ill with painter's colic. The doctor has ordered us all out of the house till the paint dries. But it won't dry. They say it's bad weather for drying."

"There's something in that."

"Why, they painted the stair-treads one day, and when I came home I walked upstairs without knowing the paint was wet. Have you ever had your stair-treads painted?"

"Never."

"Well, never do. Everybody walks on them. Then the dust and the smuts settle on the paint and stick there. I wish paint was forbidden by Act of Parliament."

"Poor old fellow? Cheer up! The worst is over now."

"Is it? I hate the house. I hate every room in it. I hate my wife. I hate myself. I wish I were dead."

"Come now! Just another spot. . . That's better."

A PUBLIC WARNING.
Snooks went home that night, as I thought, in a more cheerful frame of mind. I had persuaded him to bear up manfully. But next morning Mrs. Snooks appeared in a state of hysteria. She said that Snooks had gone raving mad. She begged me to go round. We found him in his pyjamas on the top of a step-ladder, with a paintbrush in his hand. He was painting the wallpaper. When he saw me he chuckled.

"I'm showing them how to paint," he shouted, dipping his brush in the pot, flourishing it over his head, and bespattering my black coat with splashes of white.

"Snooks," said I, "you're a fool!"

"Wait a minute, old chap," he grinned. "I'll come down and paint you."

I fled, with Mrs. Snooks at my heels. He pursued us to the door laughing like a maniac. I led the poor woman to my house.

"What am I to do?" she sobbed. "He has been trying to paint us all. He painted his Sheraton wardrobe, before I got up. He painted the coal scuttle and the parquet floor. I can't stop him. What am I to do?"

Poor Snooks is now in a private asylum. He paints his padded cell from morning to night.—James Douglas in *Morning Leader*.

Auctions.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of December, 1907, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Lai Chi Kok, New Kowloon, in the Territories of Hong Kong, for a term of 75 years, from 5th April, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents of Lot	Annual Rent	Upset Price
New Kowloon	Lai Chi Kok, Kowloon	As per plan	100,000 (about)	800	10,000
Inland	New Kowloon	As per plan	100,000 (about)	800	10,000
Lot No. 34	Lot No. 34				

Hong Kong, 30th November, 1907. [1045]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

TUESDAY, the 10th December, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A QUANTITY OF
ENGLISH GOLD AND SILVER JEWELRY,
(Part Bankrupt Stock of London Jewellers),
Comprising—
DIAMOND RINGS, BROOCHES, NECK CHAINS, BRACELETS, FINE WAR MEDALS, INKSTANDS, CUTLERY, DRESSING CASES, FANCY GOODS, GOLD AND SILVER WATCHES, SILVER PLATED GOODS, CLOCKS, &c., &c.

ALSO
BENSON GOLD LEVER WATCH, VALUABLE GOLD ENGLISH OPEN FACE CHRONOMETER, and VALUABLE DIAMOND CLUSTER RING.
Catalogues will be issued.
Terms—As usual.
HUGHES & HOUGH,
Auctioneers.
Hong Kong, 5th December, 1907. [1044]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hong Kong Telegraph* as they are, as usual, against paying more, than THE CHARGE (to the) per Single Copy.

THE MANAGER,
Hong Kong Telegraph Co., Ltd.
Hong Kong, 5th December, 1907.

Intimations.

THE BRIGHT SIDE of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable, ill health takes first place. Hannah More said that sin was generally to be attributed to ill health. No doubt a crippled liver with the resulting impure blood is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind: like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOL'S PREPARATION have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and smothering complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B.A., M.D., L.R.C.S., Edinburgh, L.R.C.P., London, Physician, Woman's Hospital—Professor University of Bishop's College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take. You can take it with the assurance of getting well. It never disappoints. Sold by all chemists."

A. CHAZALON & CO.
6, QUEEN'S ROAD CENTRAL.

NOW SHOWING:—
A LARGE ASSORTMENT OF
FRENCH DOLLS and TOYS,
PERFUMERY,
TOM SMITH'S CRACKERS,
XMAS TREE ORNAMENTS,
FOOTBALLS, &c., &c.,
ALSO
The Best FRENCH CONFECTIONERY
and LIQUORS.

INSPECTION SOLICITED.
Hong Kong, 25th November, 1907. [94] [901]

Don't Worry. Don't Worry.

WHY WORRY?
CONSULT
PHAROS.

THE MYSTIC AND MODERN ASTROLOGER.
YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you. His ambition in this life is to help those in trouble, and must not be classed with the rest of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW.

With your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE A WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.
1000 Assorted Scotch, English & Irish Views, etc. for 1/6.
Actresses, Songs, Animals, Lovers and Comic Cards for 1/6.

English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.
100 Cards for 5/- Value 1/6, 2d, 3d, 4d and 6d each.
500 ASSORTED Cards for 10/-.

1 gross Jewelled Cards for 9/-.
Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

958]

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask of us for Illustrated Booklet on "Defective Sight"—free.

LONDON. 31, John Street, Bedford Row, W.C.
HONGKONG. 17th November, 1907.

CALCUTTA. 57, Bechook Street.
SHANGHAI. 57, Nanjing Road.

Intimation.

A. S. WATSON & CO.,
LIMITED.THE GREAT
POPULARITYOF
Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS

CONSISTENT EXCELLENCE

OF
QUALITY.

IT IS A

PURE MALT WHISKY

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS

Hongkong, 30th November, 1907.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY - \$30 per annum.

WEEKLY - \$12 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is

accessible to messenger. On copies sent by post an

additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the

world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-

five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 7, 1907.

RAILWAY CONSTRUCTION IN
THE FAR EAST.

A very informative article, the result of investigations made on behalf of the *Far Eastern Review*, appears in the latest issue of that monthly on the subject of railway construction in the Far East. At the outset, the writer believes that 1908 will prove a record year in the building of railways, and proceeds to give his arguments in favour of that view. Japan has concluded the gigantic task of nationalizing her railways, including under Government control 18 lines with a mileage of 4,809 miles. Last year the Japanese Government appropriated yen 158,830,000 and the estimates for the coming year will reach yen 29,900,000,000, which covers the purchase and doubling of the old lines and the construction of over 1,000 miles additional lines to be added to the system. Besides this we read that Prince Ito favours the floating of yen 120,000,000 of Korean railway bonds and using the proceeds in giving the dependency a complete system of modern railways. The Russian Government is taking the aggressive in opening up her great Eastern wheat lands. For the Amur railroad alone she has appropriated 2,500,000 roubles. In addition, concessions in Mongolia are under way and Russian and Chinese capital is jointly interested in the construction of several lines that will open up a new empire. Scarcely a day passes that does not record some new railway project proposed in some part of the Chinese empire. From Manchuria comes the news of stiff race competition between the Japanese-controlled and the Chinese lines, a cheerful note in itself since it means a greater impetus to trade. Just a few weeks ago another section of the Shanghai-Nanking Railway was thrown open to traffic. Amoy is waking up to her needs

in the way of transportation and the projected line that is to tap a rich territory and place it close to the market for its products is being surveyed. In fact, almost before the project is under way it is proposed to make the initial line the nucleus of a system which in conjunction with the other South China lines will satisfy every demand for transportation facilities in that rich territory. From indications, the railroads under way will make better progress in construction next year than in the past. Many obstacles have been overcome during the past year and the misunderstandings that embarrassed the management have in a large measure been adjusted. No mention is made of the Canton-Hankow railway or the line from Kowloon to Canton, except indirectly and that with respect to the attitude adopted by the Chinese in deciding to keep the control of the railways under their own administration. In this connection our contemporary observes:— "The construction work in Yunnan province which has been delayed on account of misapprehension on the part of the Chinese authorities may be expected to continue more satisfactorily during 1908. The Chinese are awakening to the vast possibilities of the country with the introduction of more modern facilities for transportation and the modernizing of its natural industries. There are instances where more zeal than knowledge is displayed in their endeavour to secure all the benefits of Western institutions by urging immediate Chinese control of construction and operation, without regard to capacity or experience. This anxiety has developed a sentiment that would exclude foreign capital and initiative regardless of consequences. This attitude, at this time, is not consistent with the conservatism of the Chinese people and there is reason to believe no such feeling will long prevail when the advantages of having the co-operation of experienced engineers and practical railroad managers as against inexperienced native direction will have been realized. At the present time foreign capital seems ready and willing to share in this feature of China's development and there is reason to believe that a better understanding between foreign capitalists and the Peking Government would prove a much desired factor in furthering this great work. For years to come, China would benefit from foreign direction of her railroads, and natural and desirable from the viewpoint of ambitious and patriotic Chinese as Chinese management might appear lack of experience is sure to result in delay, discouragement and even failure in many instances. The fear that in some way the integrity of China is menaced by the investment of foreign capital and energy must give place to an era of confidence in which the development of the resources should be the main end. As this development progresses, the Chinese will have the benefit of the experience and the training so that in the proper time, they may assume control of their railroads and direct them intelligently. Foreign enterprise should be encouraged and fostered in every way consistent with the general welfare." That is a view which is certainly open to discussion, for if the Chinese will supply the capital necessary, as they can, for the building of railway lines, and if they can administer the affairs of those railways satisfactorily it is difficult to see why they should call in foreign help, especially after the experience they have had of foreign syndicates in South China. After referring to the progress of railway works in Siam, the Federated Malay States and Netherlands Indies, in each of which countries rapid development is evident, the writer alludes briefly to what is being done in the Philippine Islands. There, we learn, there are over 800 miles of railway under construction and Manila has 30 miles of tramway. This means that in two years the archipelago will enter on an era of development that has marked the history of other sections of the Orient where the locomotive has led the way. In Indo-China there are 408 kilometers of railroad in operation and 1,558 kilometers under construction or projected. For this purpose the French Chambers approved in 1898 a loan of 200,000,000 francs. When this system is completed Indo-China and Tonkin will be connected with Yunnan and there will be few sections not brought within easy distance of the markets. After a careful review of what has been accomplished in recent years and the projected construction under way, the writer concludes that there does not seem any place for the pessimist in Far Eastern affairs during the year 1908—a sentiment with which the majority of observers will probably agree.

LOCAL AND GENERAL.

THE cost of the steel armour-plate used in the construction of the battleship *Kuroki*, which was recently launched at Yokohama, is estimated at about ¥400,000. Of this sum ¥200,000 has been defrayed out of the estimate for last year, and the balance out of the estimate for the current.

YESTERDAY, a gentleman wrote to a certain Japanese tradesman in the Colony, asking him to call on him to day on a matter of business. The reply, which was shown to us, speaks for itself. "I must not come," wrote the Japanese. "I have some business." "I have a funeral. But will come with the funeral end!"

WEST RIVER PATROL.

LAUNCH OWNERS' GRIEVANCES.

REPRESENTATIONS TO GENTRY AND MERCHANTS.

[From Our Own Correspondent.]

Canton, 6th December, 1907.

In my letter of yesterday I reported the proceedings at a meeting held on Thursday of the Steam Launch Owners' Guild at which, besides the numerous owners of steam-launches engaged on rivering trade, there were present hundreds of people to follow the discussion of the vexed question of the policing of the waterways of Kwangtung. This subject, which has now for some time been agitating the minds of officials, merchants and gentry, alike, assumed a new phase with the advent of the powerful British flotilla to patrol the waterways of South China comprised within the territorial waters of the Empire. It is somewhat singular that while the Viceroy, the officials, the gentry and the students even the females among them have held monster indignation meetings which decried British co-operation with the Provincial Government in putting down piracy by a demonstration of force, those more immediately concerned exhibit the unwelcome wisdom, at this juncture, in counselling a thorough pacific attitude towards the approach of the British war vessels. The resolutions passed at Thursday's orderly and remarkably well-organized meeting were pregnant with commonsense and a degree of practical wisdom not usually associated with mass meetings in Canton. The suggestion that itinerant preachers should be employed to exhort perfect frierdliness, in the riverine districts, towards the ships of a friendly Power which have come to co-operate in the putting down of brigandage and lawlessness on the commercial highways of the Province, is a tribute to the business instinct of the meeting. It was also resolved by the meeting to disclaim any anti-foreign feelings, and the steps, which will be taken, as a result of the suggestions adopted by the Steam Launch Owners' Guild will go a long way to suppress the feeling of rowdiness which, it was feared, would show itself on the appearance of the British Naval force in the upper reaches of the waterway.

Allusion was made to the memorandum of their grievances submitted by the Launch Guild to the merchants and gentry of Canton at the request of the latter. The document is a voluminous one. I forward a rough translation herewith. It is to the following effect:—

A representation by the guild of Chinese launch owners to the mass meeting of merchants and people:

Commercial enterprises necessarily depend on vehicular medium on land and boats on water. This essential has been recognised from ancient times, but has increased within the last century by leaps and bounds. Kwangtung is a maritime province and the merchandise conveyed through the delta of the Chukiang river necessitates the improvement of such conveyance by using cargo-junks towed by steam-launches, within recent years. This facility has been appreciated by all traders and travellers in the Liang Kwang provinces. The business returns of every town and market reached as a result of the introduction of steam-navigation inland have been found to be increasing yearly. At the commencement of the reign of our Gracious Emperor Kwang Su, Chinese merchants began to introduce steam-navigation into the waters of the interior. Thence, up to the 28th year (five years ago), there has never been any ordinance made for the appointment of a surveyor to examine our launches. There have been tranquillity and prosperity during those years because the merchants and people understood how to take care of their lives and property without any interference. Since the 28th year, a marine surveyor has been appointed by the I.M. Customs which, under the pretext of superintending the examination of the hull and machinery of the launches, has produced harmful results, and the restrictions put upon us are oppressive to a degree. The consequence is that many launch owners have been ruined and others have resorted to foreign registration and various flags of foreign Powers are now to be seen everywhere on the inland waters. This question touches the prestige and revenue of our country, and it is deplorable when mentioned. Fortunately there has been a discussion by the Ministers in Peking of how facilities should be given for the development of mercantile shipping. We formed the Launch Owners' Guild of Kwangtung by calling them together during the fifth moon of this year. After this, we investigated the cause of the depressed condition of the launch and junk business and found that it was brought about mainly by the restrictions imposed by the marine surveyor of the I.M. Customs and by the detentions and oppressive regulations enforced by the Customs officers. Their actions are similar to the driving away of the fish from the sea and the birds from the wood. Other commercial lines also suffer on account of the depression of the shipping business. We hereby enumerate our grievances clause by clause for your (gentlemen's) consideration and hope that you will devise means to bring about the redress earnestly awaited by the merchants and people of Kwangtung.

We pray for your success.

The following are our grievances:—

1. Oppressive fines, imposed on us by the I.M. Customs.

(a) The severity of the marine surveyor's restriction on the amount of steam pressure permitted on a launch. When a launch is under way, emergencies may happen, such as, a gale, strong floods, piracies, etc. She is compelled to use more steam under such circumstances. Such actions under exigencies are always allowable by shipping laws of most countries. Whenever a case is reported by the out-door staff to the Commissioner of Customs, he invariably passes a sentence upon the launch of having secretly tampered with the safety

valve, without making inquiries into the circumstances, and, for each offence, the owner has to pay a heavy fine of 500 Haikwan taels or to suffer the forfeiture of his launch. He (the Commissioner) never considers that the profit made by a launch in one year is quite small and such a fine, once inflicted, often leads to the ruin of the business. Besides dangers from storm and pirates are prevalent on the waterways of Kwangtung. If the evil of such oppressive fines be not remedied, and the surveyor be not instructed to permit 20 more lbs of steam-pressure to be employed by towing launches than those carrying passengers, both the launch and junk will be in worse peril than the explosion of the steam valve when any accident happens. The shipping ordinances of all countries allow the getting up of more steam in an emergency. For instance, even in Hongkong where strict regulations must be observed by all shipping, a launch would be fined about \$15 for unnecessarily using more steam. Why a launch owner in Canton should be liable to a penalty over 30 times that inflicted by other countries, is incomprehensible.

(b) Unreasonable restriction on whistle blowing.

Whenever other vessels may be blocking the way, it has been customary for launches to blow their whistles to draw the former's attention in order to avoid collisions. It is now against the rules of the Customs House for launches to blow their whistles within the harbour and a fine of 10 Haikwan taels is inflicted for each offence. During the few days immediately after the promulgation of that rule, launches to the number of over 30 were fined under that oppressive regulation. Now the Canton harbour is always crowded with craft of all sizes. Without hearing the whistle, they often fail to give way. Consequently, collisions resulting in damage to property and loss of lives are happening frequently and law suits are continually going on in the courts of the local mandarin greatly detrimental to the business.

(c) Inconvenience to launches by having to deliver their books and papers to the Customs when staying at Canton.

The privilege of keeping their books and papers on board while anchoring at Canton was formerly allowed to all launches. Whenever they were engaged to go anywhere, they could always apply to the Customs for a special permit to do so. Recently it has been enacted by the Customs that launches must surrender their books and papers when staying at Canton under heavy penalty for any infringement. No permit will be issued to any launch after 4 p.m., so they cannot go anywhere even if well paid to do so after that hour. Inconvenience to launches by this rule often causes injurious results to other lines of business.

2. Oppression by the Marine Surveyor.

The value of each launch is over \$10,000 on an average. Does the owner not know that his vessel must be in good condition before being able to compete with others? Injuries have frequently been sustained by the owners since their launches are under the surveyor's direction under the high sounding term of ensuring their safety. Whenever an application is made for the yearly renewal of the surveyor's certificate in accordance with the existing regulation, he is empowered to order, whatever he pleases without any appeal. Repairs and alterations are often insisted upon when none are necessary. Moreover, owners of launches are never plainly told as to where or how their launches should be repaired or altered, at the first examination. When they apply for a certificate by going through a second examination after the repairs and alterations have been done, they are told that such and such new repairs and alterations are needed, e.g., the changing of the keel and ribs, raising the boiler and similar laborious works. Very often the whole hull has to undergo complete alteration by repeated annoyances as described above. And such alteration, not being done all at once, would often take several months and cost thousands of dollars to complete. However, when the launches are finally repaired and altered to the surveyor's entire satisfaction, only an inadequate amount of steam-pressure is permitted in the engines. This is absurd and may be compared to prohibiting a man with a pair of strong legs to walk any faster. A beautifully fitted up launch is as useless as a rotten one. The original cause of this evil is, besides investigating absolute power in a foreigner, whose verdict is final, unquestionably due to the machinations of an assistant [name given] who entertains a grudge against the launch owners because they jointly petitioned to H.E. Shum, the ex-Viceroy, last year on his alleged misconduct. It is not deplorable that this man should manifest his determination of ruining all the business done by launches under the dragon flag before he can be appeased?

3. The loss to the country by steam-launches flying foreign flags.

(a) It is an honour to the nation when launches flying the dragon flag are mostly seen in the inland navigable on trade instead of which launches under foreign flags may be seen everywhere in the interior. (b) The tonnage dues paid by a Chinese-owned launch, the Ikin headquarters amount to tens of dollars in a year which is not charged to launches under foreign flags. Thus a loss to the revenue is obvious.

(c) Should any unrest occur in the interior, Chinese-owned launches may be commandeered for the transport of soldiers and commissariat by the Government if their number is sufficiently strong. But when the foreign-registered ones are on the increase, that power belongs to foreign nations whenever a conflict happens. (d) The profit from the passenger trade and goods traffic goes to foreigners who can monopolize the trade when their launches are in superior numbers. (e) Launches purchased with Chinese capital are often made to seek foreign registry. Thus, besides the commission paid to foreigners, which aggregates a handsome sum annually, Chinese principals may be involved in losses in various ways. Alas! There is no law in our country to protect our interests. Chinese merchants are thus

impelled to seek protection under the wings of foreign Governments. Whose fault is this?

4. The unlawful searches made by the Ikin headquarters on Chinese-owned launches. It is obvious that launches carrying passengers or towing junks for the inland trade are different from river steamboats from Hongkong and Macao which carry cargo for import or export trade. The sole purpose for establishing the Ikin headquarters here was to collect Ikin duties which had escaped the six Ikin barriers on import and export cargo. Thus steamers or junks from Hongkong and Macao should be submitted to the searches of the Ikin officers. Now those officers indiscriminately interfere with every launch to the interior. So there is no discrimination between inland trade and foreign trade, while the former suffers a double imposition of Ikin duties greatly detrimental to general commerce. A most inexplicable point is that there has never been any search on paddle-wheel junks and sailing junks which carry the same cargo and go to the same places as the launch-towing junks while the latter are subjected to such a disgraceful treatment. The annual income to the Ikin bureau from dues collected from junks towed by launches only amounts to a few thousand dollars. This will not make up for the trouble and inconvenience to the number of launches every morning when they are departing from Canton. Merchants and travellers are rightly indignant with such delays and annoyances. We propose that a petition should be sent to the local authorities requesting that the searches should be discontinued in accordance with the original purpose of the Ikin regulations.

The above are only outlines of the oppressions we, Chinese merchants, suffer, which are often extremely unreasonable. For instance, Mr. Yu Kiu-yao, the chairman of our guild, had, at the beginning of this year, an interview with Mr. Meyer, the Commissioner of Customs, and explained our grievances to him. He cordially promised to facilitate business and reduce the fines to \$5 on the first offence, \$10 on the 2nd, and \$20 (the highest limit) on the 3rd and all subsequent charges.

We gladly published this news. But no sooner was this done than the steam-launches *Woo Shun* and *Chi Liu* were fined 500 Ikin taels each and, as mentioned above, over 30 launches were fined for blowing their whistles. Now the evil can only be remedied by reducing the oppressive fines imposed by the Customs, doing away with the interference by the Ikin bureau and especially discontinuing the restrictions by the Marine Surveyor. We propose to engage a European and a Chinese engineer with 1st class certificates to be our own surveyors. When Chinese launches need a fresh examination for the renewal of their certificates, they can apply to our guild and our surveyors will make the necessary report for the Commissioner of Customs to issue the required papers without delay. Besides paying the expenses for our own surveyors, we will still defray the Customs' fee of 20 taels for each certificate. Thus the Customs' revenue will not suffer any loss and the benefit reaped by us is immense. For example, the large shipping firms of Hongkong, like Messrs. Jardine, Matheson & Co. and Butterfield & Swire, etc., have their superintending engineers who examine the hulls and engines of their steamers. So, when any paper is required from the Harbour Office, there is never any delay or oppression as we have suffered at the hands of the Customs officers.

The future prosperity of the inland navigation business depends entirely upon an immediate reform of existing onerous regulations.

CANTON DAY BY DAY.

THE "SAINAM" PIRACY.

[From Our Own Correspondent.]

Canton, 6th December.

A Peking telegram states that H.E. the Viceroy has wired to the Waiwupu, reporting that he had been in receipt of a despatch from the British Consul-General at Canton, in which the Consul laid stress on the case of piracy of the *S. S. Sainam*, but not so on others; so that the proposal of placing the West River patrol service under the control of the Customs Commissioner and the continuance of the policing by the British flotilla may be abandoned. When the British Minister at Peking makes further representations on the subject, the Waiwupu is requested to reply to the effect that negotiations in connection with the piracy of *S. S. Sainam* and the West River patrol should be transferred to the British Consul at Canton for satisfactory arrangement and settlement.

SIR CHENTUNG.

Yesterday Sir Chentung Liang Ching, the newly elected president of the Canton-Hankow Railway Company, took over charge of office and was courteously received by the members of the board of directors. The Company has accordingly sent a telegram to the Ministry of Posts and Communications at Peking to report the date of the assumption of duties by Sir Chentung as president of the Company.

RETURN OF LI CHUN.

Ex-Brigadier-General of Pakhoi, Li Chun, arrived here yesterday from Yumchow by the Chinese gunboat *Fuk Po* and has called on H.E. the Viceroy to report his arrival as well as on the present state of affairs in the prefecture. Li also showed to H.E. the seals and flags and other articles that he captured from the bandits in Yumchow and brought over to Canton.

A LONG-COATED Chinaman, who was more or less under the influence of liquor, made a mistaken last night while on Eastern Street wharf, and walked into the harbour. The splash awakened the sleep in people in the vicinity, and after much trouble, they succeeded in lassoing the half-drowned man out of the icy water. He was then removed to No. 7 Police Station where he passed the night, dressed in the only available suit of clothing in the station—the suit used by the cooler while doing painting work. The Chinaman refused to give his proper name, but volunteered the information that he was a solicitor's clerk, which is doubted. Early this morning, his clothing having sufficiently dried, he was permitted to go home.

Telegrams.

HONGKONG TELEGRAPH
SERVICE.

WEST RIVER PATROL.

THE BRITISH FLOTILLA.

OPPOSITION BY CANTONESE AT PEKING.

[From Our Own Correspondent.]

Shameen, 7th December.

A telegram has been received here from Peking.

The message reports that the Cantonese officials at the Capital, on learning of the despatch of the British flotilla to police the waterways of Kwangtung, wired to the Viceroy requesting His Excellency to communicate with the British Admiral with a view of securing, as soon as possible, the withdrawal of the British vessels from this special service.

The Peking Cantonese apprehend that, if the squadron continues to police the waterways, trouble might arise.

CONDITIONAL WITHDRAWAL OF THE FLOTILLA.

WAIWUPU'S INSTRUCTIONS TO VICEROY CHANG.

BRITISH CLAIMS TO BE PAID.

[From Our Own Correspondent.]

Canton, 7th December.

Another despatch on the subject of piracy has been received by the authorities, by telegram, from Peking.

The wire is from the Waiwupu to Viceroy Chang.

The despatch states that representations have been received from the British Minister who urges that, if immediate payment is made of the indemnities for piracies on British vessels on the West River, the withdrawal of the British flotilla will immediately follow.

Viceroy Chang is instructed to cause a correct statement to be drawn up of all British vessels pirated, with the amounts of compensation due in respect of each.

H.E. is also instructed to make immediate arrangements for the raising of the necessary funds in order to meet the outstanding claims.

It is desired that a satisfactory settlement should be arrived at an early date.

EX-VICEROY SHUM.

PROCEEDING TO PEKING.

[From Our Own Correspondent.]

Shameen, 7th December.

It is reported from Shanghai that H.E. ex-Viceroy Shum, in obedience to Imperial commands, is shortly proceeding to Peking.

[As reported by an last evening an Imperial despatch was issued through the Grand Council on the 28th ultimo ordering Tien Chun-huen, ex-Viceroy of the Liang-kwang provinces, to proceed to Peking without delay.—Ed., H.K.T.]

MUCH excitement was felt by the occupants of a house at 19, Yee Yik Lane, at about one o'clock yesterday morning by the strange actions of a Chinaman named Chan Fan. From what transpired at the Police Court, this morning, it would appear that Chan went to the house for supper. While the "chow" was being prepared he commenced to dance. The mistress of the house, objected, but the untidy Chan continued to stamp louder than before. When he was ordered out of the house, he rushed to the hat-stand, picked up his umbrella, and knocked over a kerosene oil lamp which was burning on a small table. The lamp fell to the floor with a crash and exploded and but for the quick measures taken by those in the house there is no knowing what would have occurred. Chan was given in charge. At the Police Court, this morning, he was fined \$5 for his conduct.

Telegrams.

[Reuter's.]

Canada and Japan.

London, 5th December.

Sir Wilfred Laurier, speaking at Ottawa, attacked the Opposition Leaders on their attitude towards Japan. He said he would never do anything which could possibly endanger the Anglo-Japanese alliance. It was not worthy of a party Leader to neglect his duty to the country in order to court popularity.

Germany.

The sitting of the Reichstag was suspended yesterday, after a stormy scene in consequence of Herr Passche, the National Liberal Leader, attacking the Government in connection with the army scandals.

It is stated that Prince Buelow has threatened to resign.

CRIME IN HONGKONG.

A SMALL POLICE CALENDAR.

Despite the large influx of Chinese into the Colony during the last few days to witness the procession it will be interesting to learn that, contrary to expectation, the Police Court calendar this morning did not show any extraordinary increase in the number of cases coming before the magistrates for trial. As a matter of fact the few cases of robberies and pickpocketing—to be precise, six in number—that have come within the notice of the police during the past forty-eight hours were of such a character as to appear inconsequential. This speaks highly for the police, and when it is considered that in every case an arrest has been effected, the credit must go to Captain Lyons (Superintendent of Police), Chief Inspector Baker and the other inspectors for the able manner the crowd was handled, thus preventing further robberies. Of the six arrests made, all in the Central district, three alleged pickpockets were found not guilty by the magistrate, this morning, and released. One, Ng Chuen, who is accused of robbing a hawker of \$3.65, was remanded to allow further inquiries to be made. The fifth—Chan Shing—was sentenced to a month's hard labour for removing a gold earring, valued at \$18, from a Chinaman's head at noon, yesterday, while the last man, who was seen sliding down the waterpipe of house 181, Queen's Road Central, early yesterday morning, by Indian policeman 697, was given three weeks' imprisonment.

JAPANESE GODOWN ENTERED.

THIEVES REMOVE LARGE QUANTITY OF CROCKERY.

Leung Tin, a coolie, residing at Third Street, and Kwan Lai, of 126, Second Street, West Point, were apprehended yesterday for the larceny of \$125 worth of Japanese crockery from a godown at West Point, and a painter, and a grocer, residing at 70 and 68 Second Street, respectively, and a shopkeeper, of First Street, were arrested in charges of purchasing the stolen crockery.

The godown in question is situated at 270, Des Voeux Road Central, and is rented by Mr. R. Suga, a Japanese curio dealer, carrying on business at 86, Queen's Road Central. On the 5th instant, Mr. Suga paid a visit to the godown and discovered that thieves had entered the premises. Four or five cases of his best crockery were missing. Inspector Collett was soon notified, and a close examination showed that the robbers had entered the godown by climbing over a twelve feet wall which surrounds the building. Once over the wall the thieves had a clear field, and no trouble was experienced in getting admittance, for the rear door of the godown was not locked. Detectives soon traced the missing goods to the people who purchased them, and from these persons sufficient information was received to arrest the two men, who were alleged to have entered the godown.

At the Police Court, this morning, the quintette were brought up for trial. The robbers showed to the satisfaction of the Court that at the time they purchased the crockery they were not aware that they were buying stolen goods, and were discharged. The other two were convicted of theft, and sentenced to six weeks' hard labour each.

THE CHINESE PROCESSION.

ANTI-OPIMUM DEMONSTRATION.

OPPOSED BY OPIMUM FARMERS.

We understand that, in connection with that section of the monster procession concluding to-day, which demonstrates the evil results of the opium habit when indulged in to excess, the Opium Farmers have, through their solicitors, made representations to the organising committee of the procession, in opposition to the anti-opium demonstration.

POLICE-CONSTABLE Wilson, while on duty at Wanchai on Thursday night was summoned to a certain house on the Yau to put an end to a disturbance. Two Japanese, he was told, "with clip knives in the hands were seeking admittance to the house." Before the officer could reach the spot the distributors of the peace had become aware of his approach and one escaped. The other—Takomado—was pursued and captured. In his belt was found a knife. He was removed to No. 2 Police Station and charged with disorderly behaviour, and released on \$5 bail. He did not put in an appearance at the Police Court, this morning, when the case was called and his bail was forfeited.

END OF A DARING PIRACY.

SUSPECTED PIRATES SENT TO PRISON.

Eight men, who were alleged to have been concerned in pirating a cargo-boat midway between Hongkong and Macao, on the 30th Sept.—the last, lost their liberty at the Magistrate's Court on Thursday last. In all ten men were arrested, but owing to the lack of evidence charges of piracy could not be preferred against them. Eight of the accused, however, were indicted for being in possession of a stolen junk, and the remaining two for bringing stolen property into the Colony. The latter two were found not guilty and were discharged, while the others paid the penalty for their guilt.

Readers will recollect that at daybreak on the 30th September last a cargo-boat, carrying eleven of a crew, which included two women and a child, left Macao, bound for this port. On the afternoon of the following day she was attacked by a number of pirates. The crew were driven into the hold and battered down until the early morning of the 4th October when the shipper and his family were put ashore on an uninhabited island to shift for themselves. The pirates then sailed away, taking with them the two women and the child. The cargo-boat, which was valued at \$1,000, had on board \$640 worth of clothing and jewellery, the property of the crew, and \$500 worth of pearls, the personal property of a passenger. Once ashore the skipper discovered that two of his crew—the steerman and a seaman—were missing. They were not on board the cargo-boat when they left it, and the only conclusion that could be arrived at was that during the excitement both men jumped overboard and were drowned. For two days the refugees remained on the island without food or water, and without sighting a sail. On the morning of the third day, however, when they had almost given up hope of being rescued, a passing fishing boat, which was bound for Stanley, was hailed, and in that the unfortunate crew were put ashore at Aberdeen, arriving there on the 13th. There they remained, for several days. Nothing was known to the police of the outrage until one night towards the end of October, when Inspector Kerr, while out making inquiries into another piracy case, came across this junk anchored in Aberdeen Bay. He boarded the craft and questioned those on board as to who was the owner of the junk. A very doubtful story was told him by one of the crew and he decided to act straight away. He arrested the eight men, on board and seized the junk. Further inquiries resulted in the capture of the other two men and the recovery of a large part of the stolen property at Yau-ma-tei. The owner of the cargo-boat was then traced, and the piracy became known.

The trial of the accused lasted many weeks, and it was not until Thursday that Mr. Hazeldan was able to decide the matter. Two of the suspects he discharged, six others were sent to gaol for terms of six months each, with six hours' stocks, and two others were fined \$100 each, the option being two months' imprisonment.

COTTON SPINNING IN JAPAN.

EXPANSION SINCE THE WAR.

According to the investigations made by the Nippon Ginko the total amount of authorised capital for the new enterprises which had been promoted since the termination of the late Russo-Japanese war amounted at the end of October to ¥1,266,000,000, and that for the extension of already existing companies to ¥523,000,000, making the grand total ¥1,789,000,000. Among the numerous new enterprises which had been promoted during the period of the business "boom" subsequent to the restoration of peace, many have been obliged to collapse as the result of the intense financial depression which has prevailed since the beginning of the present year. Some of them have either curtailed the amount of their capital or have been incorporated with other companies already carrying on business. There are also some schemes which are, so to say, in a state of unstable equilibrium, oscillating between dissolution and flotation. It will be of some interest to those who are interested in the future of Japanese *post bellum* enterprises to know the actual condition of those companies which have withstood the financial crisis and are on the fair road to healthy development. The following is a general account of the actual condition of companies—newly promoted and old ones—of various descriptions:

Spinning Industry.—According to the latest statistics the annual production of cotton yarn in Japan amounts to about 1,000,000 bales, of which two-thirds are taken up for home consumption and one-third for export, chiefly to China. For the first six months of the current year the total output was 504,000 bales, of which 375,000 bales were sold in Japan and 129,000 bales exported to foreign countries. For the second half-year it is expected that the amount of export will be considerably less on account of the depreciation of silver exchange rates. Turning attention to the past of the cotton spinning industry in Japan, it was just after the termination of the China-Japanese war that the industry gained its first impetus and many extensive spinning mills were established in various localities of Japan, with Osaka as the principal centre of the cotton spinning industry. With the subsequent increase in the demand for cotton yarn many new factories were set up on an extensive scale, and during the years 1903-1905 the prosperity of the cotton spinning companies was at its zenith.

After the Russo-Japanese war, the spinning industry underwent a somewhat different phase compared to other industries. Instead of new companies being promoted in large numbers many old concerns began to recognise the "extension" of their factories. The Nippon Ginko returns for the month of October quote the authorised capital of new cotton spinning com-

panies at ¥37,000,000, while that for extension is quoted at ¥52,000,000. The names of the newly-promoted companies with their authorised capital are as follows:—

Nissin Spinning Co. ¥10,000,000
Toyo Spinning Co. 20,000,000
Nippon Silk and Cotton Spinning Co. 3,000,000
To-a Spinning Co. 10,000,000
Taisei Spinning Co. 5,000,000

The above six companies are those which have been newly promoted, while there are about 17 old companies which have decided upon the extension of their works, including such big concerns as the Toyo Spinning Company and the Kanagafuchi Spinning Company. Out of the six new companies above enumerated two, namely, the To-a and Ogaki Spinning Companies, have already gone into liquidation and two have been incorporated with the old companies, the Taisei with the Fukushima Spinning Company and the Nippon Silk and Cotton with the Kanagafuchi Spinning Company. The only concern which has completed its first call on shares and is progressing with the work of construction is the Nissin Spinning Company, while the work of extension in the old companies is being pushed on with great energy and speed, as may be seen from the following account of the progress of work in some of the companies:—

Nissin Spinning Co.—The above company, the managing director of which is Mr. Fukuta-ro Sakuma, is a concern with the authorised capital of ¥10,000,000, of which ¥2,500,000, the first call on shares, has been paid up. The formal permission for the establishment of the company has been granted in January, the site for construction of the mills has been selected in the neighbourhood of the celebrated Kameido temple in the suburbs of Tokyo. The building of the No. 1 spinning mill has been almost completed, and the No. 2 mill is in course of construction at present. The total number of spindles for the first business period is 509,800 and the number of mill hands about 1,000, almost all of whom have been already contracted for. It is expected that the company will commence business about March of next year.

Toyo Spinning Co.—The chief promoters of this company are Messrs. Kyogo Kikuchi and Seitaro Kameoka. Its capital is ¥20,000,000, being the intention of the promoter to work in the first stage 20,000 spindles and 200 weaving machines. On account of financial depression some difficulty appears to have been experienced in the call for shares and it is a question whether the company will be able to survive the present financial depression or not. From one point of view the company may be looked upon as an extension of the Amagasaki Spinning Company, because out of the total number of 40,000 shares, half have been allotted to the shareholders of the above-mentioned company, and 10,000 shares are to be taken by the promoters of the company and the residents of the locality where the mills are to be set up. The number of shares to be offered to the general public is the remaining 10,000, so that even if there is any difficulty experienced in the call on shares there will be no fear of the company being dissolved, the most plausible alternative being the incorporation of the company with the Amagasaki Spinning Company.

The above is the actual condition of the spinning companies which have been newly promoted. There are also 17 or 18 old concerns which have decided upon or are contemplating extensions in their mills, the estimated increase in the number of spindles being more than 500,000. With regard to the three spinning companies in Tokyo the following is the latest account:—

Kanagafuchi Spinning Company.—The extension of the work in the above company has been pushed on with great energy of late, especially since the incorporation of the Nippon Cotton and Silk Spinning Company (authorised capital ¥3,000,000 and paid up capital ¥750,000) this spring. The new buildings in the neighbourhood of the principal factory in Tokyo being on the point of completion, the machinery will be set up at an early date and it is expected that operations will be commenced from next year. The extension of the Kyoto Spinning (Silk) Mill has also been commenced, and the foundations of the branch cotton spinning mill at Takasago, in the province of Harima, have been laid. When all these extensions are in full working order the company will have the addition of 62,000 spindles.

Toyo Cotton Spinning Company.—This company, which has been established with the paid-up capital of ¥750,000, made two extensions during last year and is now an influential concern with an authorised capital of ¥4,800,000 of which ¥1,600,000 has been paid up. The extension works at the main factory in Fukagawa for 10,000 spindles have already been completed, and a new factory is to be set up in the neighbourhood of Senjo, the site for which has already been selected. The total number of spindles increased will be 60,000 when these new mills are in working order.

Fuji Cotton Spinning Company.—The No. 1 new mill at the works of this company in Koyama has been almost completed and the No. 2 new mill is in course of construction, being expected to be completed next spring. The new silk spinning mill at Hodegaya, near Yokohama, is also in course of construction, the machinery being ready to be set up. It is expected that the work will be in full operation about March of next year.—*Japan Chronicle*.

In their weekly share report of to-day's date Messrs. Erich Georg & Co., writers—Hongkong, Canton and Macao Steamboats changed hands at \$35 closing with buyers; we hear that the passenger traffic during the last few days (in connection with the Chinese Procession of 5th to 7th instants) has resulted in very good earnings to the Company.

Today's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that VACUUM OIL COMPANY, of Rochester, in the State of New York, in the United States of America, a Company duly incorporated under the laws of the said State of New York, have, on the 2nd day of November, 1907, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



In the name of VACUUM OIL COMPANY, who claim to be the sole proprietors thereof. The Trade Mark has been used by the Applicants in respect of SAL D OIL in Class 42. Dated the 7th day of December, 1907.

WILKINSON & GRIST,

Solicitors for the Applicants.

HONGKONG CRICKET CLUB.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of Members will be held on SATURDAY, 14th December, 1907, at 6 P.M. in the Club Pavilion for the purpose of discussing and, if thought fit, passing the following addition to Rule 21:—

"or, at their option, on payment in advance of \$2 for each month or part of each month."

By Order,

A. R. LOWE,

Secretary.

Hongkong, 7th December, 1907.

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA,"

Captain Vahsel, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded under notice to the contrary be given before TUESDAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 7th December, 1907.

NOTICE.

THE HONGKONG MILLING COMPANY, LIMITED, have REMOVED their OFFICES to KING'S BUILDINGS, 4TH FLOOR.

Hongkong, 2nd December, 1907.

THE NIPPON YUSEN KAISHA.

HALF-YEARLY GENERAL MEETING.

At the half-yearly general meeting of the Nippon Yusen Kaisha, held in Tokyo on 27th ult., Mr. Kondo, President of the Company, stated that both the goods and passenger traffic on all lines, coasting and foreign, had shown much prosperity during the half-year under review, but owing to the advance in the prices of commodities and the increase in freight, together with the decline in freight due to the increase in shipping, the result of the working of the Company had not proved altogether favourable.

The board of directors had resolved to raise the rate of freight as far as practicable and to promote every effort in order to obtain better results in the future; but the President's tone was anything but optimistic, and he expressed the fear that the results during the coming period might be even more unsatisfactory in consequence of the further advance in prices of commodities generally and the general depression of trade.

After a few questions had been put by shareholders, a motion was proposed that the amount to be set aside as bonuses for the directors and auditors should be calculated in proportion to the profit for each period; and further, that the sum of ¥1,350,000, proposed to be devoted to bonuses, should be reduced to ¥778,000 (5 per cent. of the net profits for the period under review). The motion was lost, and the amount originally proposed was carried by a large majority.

The meeting then proceeded to elect auditors, and Messrs. Aikihima and Iida were nominated and re-elected. According to the report before the meeting, the company's steamers in service on the coasting and foreign lines during the period under review numbered 81, with an aggregate tonnage of about 24,000, in addition to nine Government steamers with a total tonnage of about 35,000, together with a number of chartered about 162,000 tons, while the passenger during the half-year numbered over 3,000,000 and the total mileage of navigation registered by steamers of the company's fleet was more than 1,840,000, the longest in the record of the company.

The net profit for the period under review amounted to ¥1,757,130, but this included a surplus of ¥50,347 brought over from the preceding period. Of this sum, ¥7,880 has been placed to the reserve, ¥71,518 will be paid as bonuses to the directors and auditors, while ¥1,000,000 will be distributed as a dividend, being at the rate of 10 per cent. per annum; an additional special dividend (absorbing ¥220,000) at the rate of 2 per cent. per annum being also paid, making the total dividend at the rate of 12 per cent. and leaving a surplus of ¥507,883 to be carried forward.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY, the 11th December, 1907, at 3.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDAY VALUABLE HOUSEHOLD FURNITURE, Comprising:—Double and Single IRON BEDSTEEPS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTAND, Double TEAKWOOD WARDROBE with BEVELLED GLASS, PASTRY COVE RED DRAWING ROOM SUITE, GLASS CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c., &c., &c.

TERMS:—As usual.

HUGHES & HUGHES, Auctioneers.

Hongkong, 7th December, 1907.

NOTICE TO CONSIGNEES.

THE H. A. L. S. N. Co.'s Steamer

"NILE," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th December, 1907.

THE FINANCIAL CRISIS IN NEW YORK.

THE EXODUS OF GOLD FROM JAPAN.

As previously stated in our columns, says the *Japan Chronicle*, the gold originally retained by the Japanese Government in the Bank of England has been drawn to America to the value of ¥15,000,000 in consequence of the New York financial panic. At first, as a measure of relief the U.S. Government made great efforts to absorb gold from all parts of the world, and a premium of 1 or 2 per cent. was charged on gold in America. It was feared by the Japanese Government that the financial conditions in America might result not only in drainage of the gold reserved in England, but also of gold currency in circulation in Japan, and, according to a Tokyo dispatch to the *Mainichi*, precautions were taken for the prevention of the exodus of gold. These precautions, however, were not of much avail, and about a million yen's worth of gold coins have been shipped from Yokohama and about a million and a half from Kobe since the outbreak of the financial panic in New York. This outflow of gold in this manner is quite different from the export of gold coins to Hongkong or Shanghai in the ordinary course of trade. The gold has been sent to America only for the purpose of obtaining the premium allowed in New York.

Speaking at a dinner given by the Tokyo Bankers' Club, Baron Matsuno, Governor of the Bank of Japan, said that one of the principal causes responsible for the New York financial panic was the excessive demand made on the new business enterprises undertaken in America between July of last year and June last, the total capital of these enterprises amounting to \$2,000,000,000, while the decline in the silver market was also responsible to some extent, the immediate cause being the failure of prominent copper firms early last month in consequence of the collapse of the copper market. The money market in Japan had not yet been so seriously affected as in England and France, as the facilities of communication between Japan and America were not yet developed to anything like the degree as between Europe and America. Now, however, that a premium of 3 per cent. was being paid on gold in New York, said Baron Matsuno, foreign banks in Yokohama had begun to convert into gold the notes of the Bank of Japan as they came into their hands and to remit the gold in London, for sale in New York. This was an inevitable consequence of the present financial situation, but although gold was being sent out of the country it was not being exported to any large amount, Baron Matsuno added that the export of raw silk to America was almost at a standstill, and the export of cotton yarn and fabrics to China was also depressed in consequence of the failure of cotton yarn merchants of Shanghai and Newchwang. Thus many different events had taken place of late disadvantageous to the financial position of Japan. He urged those who were engaged in foreign trade and financial undertakings to work cautiously and be on their guard.

Intimations



THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION

OF

NEW STOCK

OF

Steinway,

Bechstein,

Russell,

Krauss,

Romhildt,

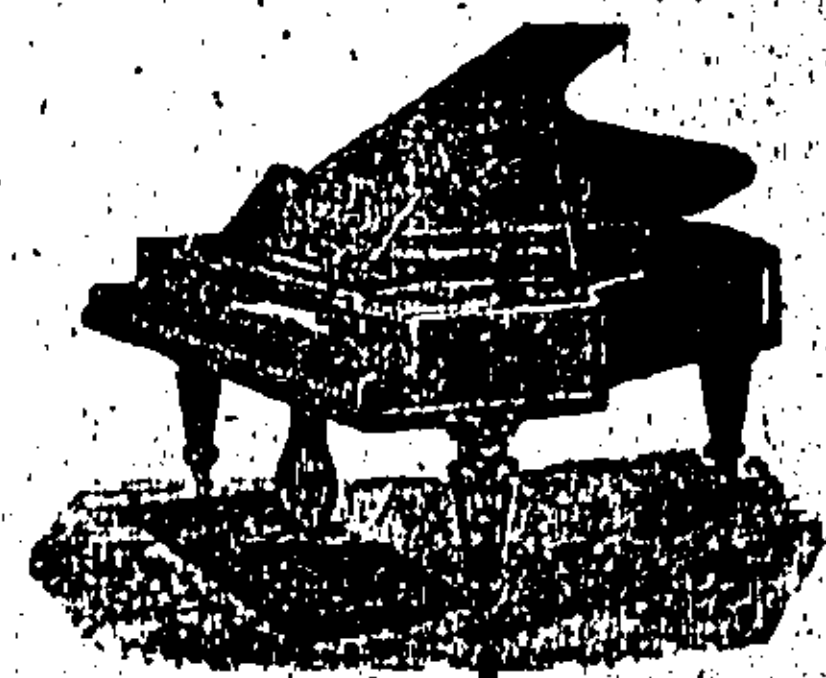
Werner, & Co.

GRANDS & UPRIGHTS

BUILT UNDER OUR PERSONAL SUPERVISION

EMBROIDRY 30 YEARS' LOCAL

EXPERIENCE.



Hongkong, 5th December, 1907.

HIGH GRADE

HAVANA

CIGARS.

EXCELLENT SMOKES.

La Chanza.....@ \$4.50 per 100 boxes of 50

Gran Valor 4.50 " " 50

Espagnola 4.00 " " 50

Marca Roja 4.00 " " 50

Honey Suckle 4.00 " " 50

El Oro 3.75 " " 50

Ata 3.50 " " 50

Breyas 3.00 " " 50

Flor Pina 3.50 " " 50

Royales 5.00 " " 100

Companeros 4.00 " " 100

Houster 2.00 " " 25

CONNOISSEUR'S SMOKE.

TEOFANT'S

HIGH-CLASS CIGARETTES.

Zentle@ \$3.50 per box of 100

Sunrise 3.45 " " 100

London Life 3.50 " " 100

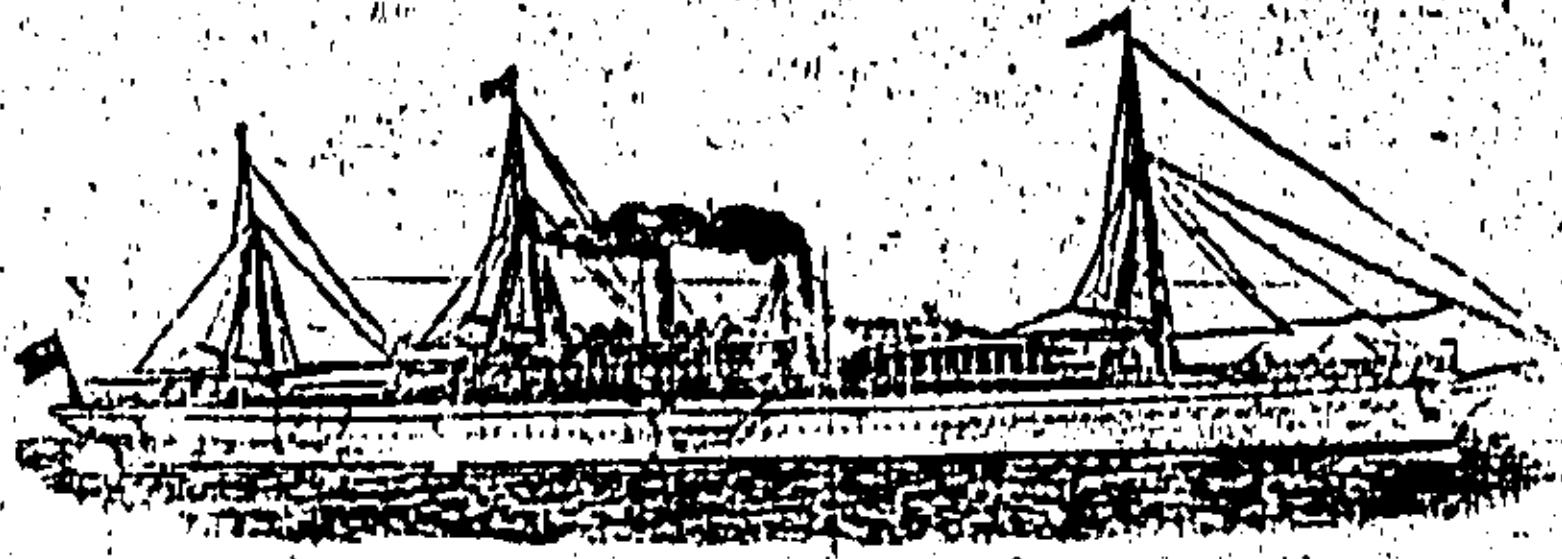
H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

25, QUEEN'S ROAD CENTRAL.

Hongkong, 5th November, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.
The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF CHINA" 6,000 THURSDAY, Dec. 19th Jan. 6th
"EMPRESS OF INDIA" 6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.
Hongkong to London, via St. Lawrence River Lines or New York £71.10.
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information: Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Hongkong, 24th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On
SINGAPORE, PENANG & CALCUTTA, NANSANG MONDAY, 9th Dec., 3 P.M.
SINGAPORE, SAMARANG and ONSANG WED'DAY, 11th Dec., 3 P.M.
SOURABAYA
SINGAPORE, PENANG & CALCUTTA, KUMSANG FRIDAY, 13th Dec., 3 P.M.
MANILA YUENSANG FRIDAY, 13th Dec., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
" " " 2nd Class	55	85
" " " 3rd Class	45	75

These Steamers have superior accommodation, for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chefoo, Tientsin, via Ching-Wan-Tau, and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 6th December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
HOIHOW & HAIPHONG	"GHIELI"	8th Dec., daylight.
SHANGHAI	"YOOHOW"	9th " " 4 P.M.
NINGPO & SHANGHAI	"NANCHANG"	10th " " "
MANILA	"TAMING"	10th " " "
SAIGON	"HANYANG"	11th " " "
SHANGHAI	"KASHING"	12th " " "
MANILA, ZAMBOANGA & COLONIES	"TSINAN"	13th " " "
SWATOW & SHANGHAI	"KIUKIANG"	13th " " "
CEBU & ILOILO	"KAIFONG"	13th " " "
SHANGHAI	"SHAOSING"	21st " " "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table, A duty qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th December, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon and ships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

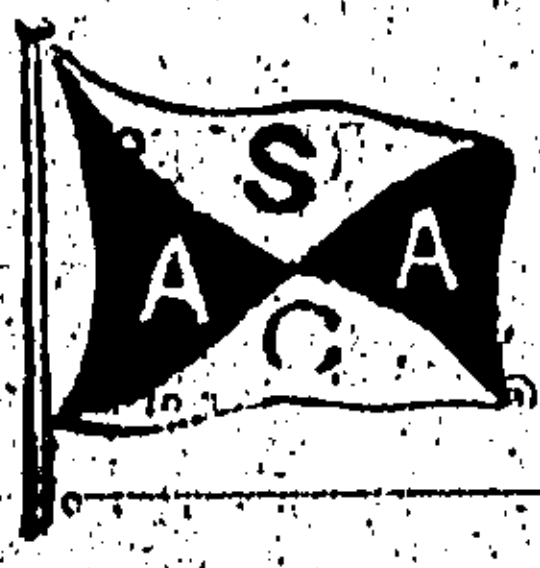
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 14th Dec., 1907.
RUBI	1540	Almond	"	SATURDAY, 21st Dec., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th December, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail

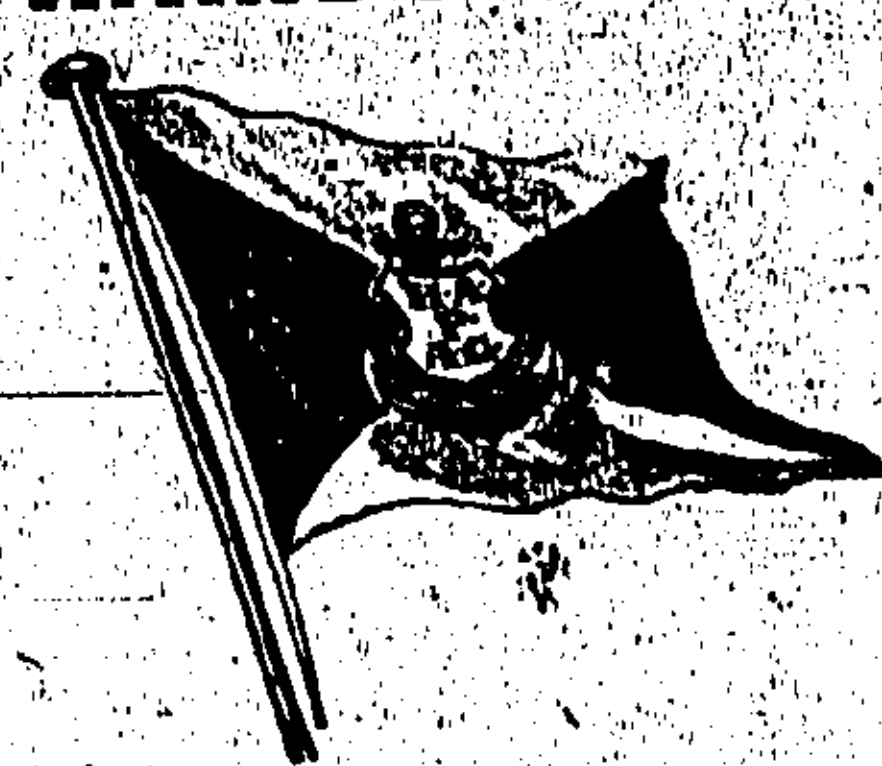
For Freight and further information, apply to

SHEWAN TOMES & CO.,
General Agents.

Hongkong, 22nd December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.
**HIGHEST COMFORT, ONLY
LOWER BERTHS.**

Laundry on board, Doctor, Stewards carried.
Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG 21st Dec.
RHENANIA 21st Jan., 1908
HOHENSTAUFEN 22nd Feb., 1908
Hongkong, 28th November, 1907.

Homeward.

SILESIA 11th Dec.
SCANDIA 8th Jan., 1908
HABSBURG 29th Jan., 1908
RHENANIA 26th Feb., 1908
HOHENSTAUFEN 24th March, 1908
[3]

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC"
Captain Guionnet, will be despatched for the above Ports on or about MONDAY, the 9th December.
For Freight or Passage, apply to
J. MILLET, Agent.

Hongkong, 2nd December, 1907. [10]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	T. W. Garlick	10th Dec. 1907.
Swanwick	6,232	Shotton	4th Jan. 1908.
Kumerick	6,232	Cowley	18th Jan. 1908.
Shawmut	9,600	E. V. Robt.	1st Feb.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

Parcel Express to the UNITED STATES AND CANADA.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 16th November, 1907. [12]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail
KATHERINE PARK	6,000	About Middle of Dec.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
Yok Building.

Hongkong, 13th November, 1907. [15]

STRAIT TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWER.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Har-lour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 21st July, 1907. [16]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."
Captain Roberts, will be despatched for the above Ports, on TUESDAY, the 10th inst., at 10 o'clock A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 6th December, 1907. [1055]

FOR SHANGHAI, YOKOHAMA, KOBE, AND MOJI.

THE Steamship

"ARRATON APCAR,"
Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 13th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 4th December, 1907. [1061]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin, and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched at above, on SATURDAY, the 14th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.

A Stewards and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th December, 1907. [1066]

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 5th December, 1907. [112]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBOROUGH,
LONDON, COLOMBO AND STRAITS.

THE Steamship

"MONTGOMERYSHIRE,"
Captain Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 11th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & Co.,
Agents.
Hongkong, 5th December, 1907. [1062]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 4th December, 1907. [11]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before THURSDAY, the 5th of December, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of December, at 9:30 A.M.

All Claims must reach us before the 15th of December, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 5th December, 1907. [11]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th December, 1907. [1056]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SCANDIA,"

Captain von Ue'ren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th December, 1907. [1057]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [1060]

Intimations.

PAIST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

By

SIEM SEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [14]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

The Hongkong Telegraph

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 5686

第三初月一十年三十三緒光

SATURDAY, DECEMBER 7, 1907.

六拜禮

號七月二十英港香

512 PER ANNUM
SINGAPORE COPY 25 CENTS

CONTENTS.

Births, Marriage and Death.

Leading Articles:—

Singapore Harbour Works.
Taxation in Japan.
The Fate of Crosby Hall.
Trade in Shanghai.
The Shanghai Mixed Court.

Telegram:—

Steam Launches in the Canton Delta.

Meetings:—

Steam Launches in the Canton Delta.

The International Cotton Manufacturing Co., Ltd.

Legal Intelligence:—

The Pirated Junk.

A Partnership Question.

Police:—

Armed Robbery in China.

The "Star" Ferry Fracas.

Correspondence:—

Canton Letters.

A Visitor's View.

Cinema Photograph.

Miscellaneous Articles and Reports:—

Hongkong's Loss.

The Late Mrs. Taylor.

St. Andrew's Hall.

Mons. G. de Champeaux.

West River Patrol.

The British Post Office in Tientsin.

A Crimean Veteran.

Garrison Reliefs.

Chinese in Exile.

Sale of S.S. Wing Hong.

Tyann Water Works.

A Warning to the Public.

Arrival of Belgian Legation Guard.

M. Chas. Hardouin in Canton.

Lottery Tickets.

Blaze in the Central District.

The Canton Disaster.

Public Companies.

Cricket.

Hongkong Volunteer Reserve Association.

Raub Crushing.

Canton Day by Day.

Wu Chow Notes.

The Chekiang Railway.

The Chekiang Disturbances.

Intercept Competitions.

A Naval Concert at Chikiang.

Shanghai Fire Brigade.

Chinese Mineral Wealth.

H. I. M.'s Yodo.

The Launch of the *Yodo*.

Russia in the Far East.

The Foreign Trade of Osaka and Kobe.

The Sugar Industry.

Arrest of a Foreigner at Yokohama.

Conference of Chambers of Commerce.

The Japanese Woman.

The De Bondy Case.

Anti-Opium Inexactitudes.

A Soldier of the Legion.

China's Future.

Beggars.

Tigers Shot in Singapore.

Concerning Cakes.

The Chinese in Bangkok.

A Beef Famine in Bangkok.

Cruelty.

Commercial:—

Weekly Share Reports.

Freight Market.

Exchange.

Local and General.

BIRTHS.

On November 30, 1907, at Shanghai, to Mr. and Mrs. J. CARNAHAN, a son.

On December 1, 1907, at Shanghai, the wife of T. E. DUNN, Chinese Engineering and Mining Co., of a son.

On December 1, 1907, at Shanghai, to Mr. and Mrs. J. NOLASCO, a daughter.

On December 2, 1907, at Shanghai, the wife of H. E. MCCANN, of a son.

On the 5th instant, at "Yalta," 65, Mt. Kellett Road, Peak, the wife of J. L. VAN HOUTEN, of a son.

MARRIAGE.

On November 30, 1907, at Shanghai, ARCHIBALD CARTER NEWCOMB to CATHERINE EWING, both of Shanghai.

DEATH.

On November 25, 1907, at Shanghai, THOMAS JOSE DAQUINO, aged 65 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, DECEMBER 7, 1907.

SINGAPORE HARBOUR WORKS.

(2nd December.)

The people of Singapore are, it appears, at last becoming reconciled to the enormous expenditure to which they have been committed by the Government for the construction of wharves and harbour improvements generally. In an editorial which appeared in the *Singapore Free Press* recently it is remarked that the adjudication of the tenders for the great works implied by the extension of the docking accommodation at Singapore and of the reconstruction of the extensive range of the Singapore wharves has at last been decided, on the authority and advice of the Consulting Engineers, Messrs. Coode, Son, and Matthews, and Mr. J. R. Nicholson, Chairman of the Tanjong Pagar Dock Board. The successful tenderers are the well-known and world-famous firm of Sir John Aird and Co. The amount of the tender is £98,700, which covers the construction of the New Wet Dock and the reconstruction of the Main Wharf. In the Wet Dock there will be 3,800 feet of wharfage, with 30 feet of water at Low Water, Ordinary Spring Tides. This will ultimately be extended to 6,000 feet of wharfage. As regards the Main Wharf about to be reconstructed, there will be 4,575 feet of wharfage, with a depth of 55 feet of water, Low Water, Ordinary Spring Tides. The Colony may be paying handsomely for the work to be done, but it can console itself with the reflection that it is employing the highest constructional talent and

that will imply an economy of untold dimensions when we think of the experience and resource in plant and engineering talent at the disposal of the firm absolutely at the head of dock construction that by common consent stands all over the world. Sir John Aird and Co. made its fame originally as the eminent contracting firm of Lucas and Aird, and since that style was dropped the great firm has gone on adding to its reputation as the greatest constructional firm in the world. It is impossible to relate more than a small proportion of the great engineering works that have been so successfully constructed by Sir John Aird and Co. But we may mention the great Assouan Dam on the Nile; the Metropolitan Railway, commonly known as the Underground; the great Southampton Docks; the new Bristol Docks; the vast reclamation work in Morecambe Bay, known as the Hodbarrow Sea Wall; two new graving docks with subsidiary works for the Smith Dry Dock Company at Middlesbrough; the important Tyne Dock; and many other important dock works in various parts of the world. Indeed it may with truth be affirmed that the successful tenderers for the Singapore Dock and Wharf works are the largest dock constructors in the United Kingdom, that is to say, in the world. There may be various opinions as to the utility of works undertaken by Sir John Aird and Co. on the Teluk Ayer Sea frontage. There is no question at all as to the necessity of the execution of the dock and wharf improvements demanded by the needs of trade at Tanjong Pagar. And it may reconcile Singapore to the expenditure when one thinks that however an invalid may fare after engaging the advice of a high-class London specialist, there always remains to him the moral satisfaction that he has paid the best man to advise even if he has paid a fee of corresponding magnitude. When one thinks of it, it is far better to get the benefit of all the economy and expedition that is implied in the employment of the expert with endless capital at his back than to risk the performance of the second or third rate contractor, who would have to find his experience at the Colony's expense, and live from hand to mouth financially during the execution of the contract. The great thing that has been settled is that both as to the execution of the Teluk Ayer reclamation and minor mole scheme, and the far greater Wharf and Dock scheme inside the Inner Harbour, for many years to come the question has been removed from the field of discussion. All that the Colony will have to do henceforth will be to mark the progress of the work, and to rely on the Tanjong Pagar Dock Board to watch over the working interests of the port as these may be from time to time affected by the steps taken in the long process of construction.

TAXATION IN JAPAN.

(3rd December.)

A joint conference of the Cabinet and the Elder-Statesmen is to be held in a few days, as our readers are aware, and the question to be considered thereat is the proposed increase of taxation, thus states the *Japan Chronicle*. The financial condition of Japan has been considerably strained as a result of its post-bellum programme, and heavy as the burden of taxation has been felt to be during the progress of the recent war, it would appear that the adjustment of the Budget calls for still heavier burden upon the people of the Island Kingdom. It is reported, according to our Kobe contemporary, that the Government is not at all inclined to effect any alteration in its programme of projected works, and holds the opinion that any such alteration would impede the progress of the Empire. That is the outward reason, says the *Asahi*, but as a matter of fact there is a political aspect of the question. Any attempt to effect an alteration or amendment of the projected works would precipitate the downfall of the Cabinet. The "projected" works which are now being carried out were approved during the last session of the Diet, originating in the Budget for last year and approved by the Diet during the preceding session. The Budget in question was framed by the Katsura Cabinet, and was taken over by the present Saionji Cabinet. From the first it was stated that to carry out the proposals would necessarily entail further increase of taxation. In framing the Budget for the present year in December last, the present Cabinet was unable to amend the policy of its predecessor, and the same expansive and expensive policy was followed in framing the Budget for 1908. Their view, which entails the increase of taxation, was submitted to the Cabinet by Baron Sakatani, Minister for Finance, during October, and he gave a further explanation of the situation at a Cabinet Council on the 28th item, when the Budget for next year was considered. An increase of taxation is said to be necessary after next year and it is therefore expected that during the coming session of the Diet the Government will merely formally announce the necessity of a further increase of taxation, at the same time giving an outline of the proposals which it has formulated. It will be too late to introduce a Bill for an increase of taxation during the session after the general election next year. Mr. Hara, the Home Minister, holds the opinion that the question of an increase of taxation could be thought about when the Budget for the year after next is considered, but Baron Sakatani, the Finance Minister, insists that the question should be decided without delay, he being of opinion that it is necessary to place the nation's finances on a firm and steady basis at the moment. It is for this reason that the question is to be

laid before the council of Elder-Statesmen. The total amount of additional revenue required is estimated at about ¥50,000,000 and the Minister for Finance appears to be inclined to raise this amount chiefly by an increase of the Consumption-tax, and of prices of tobacco and other monopoly goods. A proposal is again to be brought forward to monopolise the sugar business, and to raise new taxes on vinegar, kerosene oil and also a tax on those who escape conscription, but the revenue from these taxes is considered to be an unstable quantity, and will probably not bring in such a large revenue as ¥50,000,000. If this course is adopted, it will consequently be necessary to find ways and means to raise more revenue to make good whatever deficit there may be, and the only means available is to further increase the land-tax. This proposal, however, is opposed by the Ministers in the Cabinet representing the Constitutional Association. The views of the Elder-Statesmen on the proposed increase of taxation are not known, but concludes a Tokyo dispatch to the *Asahi*, the issue of more bonds is absolutely disapproved of by the Elder-Statesmen, so that the only alternatives to be chosen are the postponement of the projected works, the discontinuation of the sinking fund, or an increase of taxation.

THE FATE OF CROSBY HALL.

(4th December.)

It is a thousand pities to see that the grand old Crosby Hall, built by a famous Lord Mayor four and a half centuries ago, is likely, from what the telegrams tell us, to be sacrificed to the earth-hunger of a meritorious but altogether unscrupulous financial institution, the Chartered Bank, who have acquired the site and buildings thereon, and mean, unless some God from the Machine intervenes, to demolish it and raise on the area a London office sufficient for their business requirements. These are the feelings of regret given expression to by the *Singapore Free Press*. The writer, in our Southern contemporary, proceeds to lament the prospective act of Vandalism in an editorial in the following terms. "In justice to the Bank authorities they have been willing to stay their hand while, in response to a very general demonstration of public regret and protest, efforts were being made to buy up the building from the Bank, and put it in trust, so as to save it for centuries to come as one of the few remaining relics in the City directly connecting the England of to-day with 'the spacious times of great Elizabeth.' Richard III himself lived in Crosby Hall before the death of Edward IV, and we are told, held his levees there before his usurpation of the Crown. Shakespeare lived close by, and knew the Palace well, which he mentions three times in his tragedy of 'Richard the Third' by its then name of 'Crosby-place.' The Directors of the Bank conceded a period of six months to see whether the public would raise a fund to buy them out. And all that time the fate of Crosby Hall has been a matter of acute concern, particularly to many connected with the City, who were anxious to see so valuable a historical structure preserved from the doom that seemed so imminent. His Majesty the King himself caused a letter to be written to say how glad he would be to hear that it was possible to make arrangements that would conserve Crosby Hall permanently as a public possession of the City of London. In every quarter the comments of the press were of the most sympathetic character; and very soon the fund opened for the purpose began to swell, one anonymous donor guaranteeing no less than £20,000 towards the fund. The last day of grace was October 29th, and the position on that day is explained in the following reference in the *Daily Telegraph* of that date:—'Unless some public-spirited donor should forward the sum of £20,000 to Sir Vezey Strong, at the Guildhall or the Bank of England, by noon to-day, Crosby Hall, the home of many Lord Mayors, of the Duke of Gloucester, who left it to reign as Richard III, and the finest specimen of mediæval architecture in the City of London, will probably be razed to the ground, and its place taken by a modern bank.' Sir Vezey Strong and his committee have worked strenuously, and since the first of this month have raised no less than £25,000, perhaps a little more, towards the object of preserving the City's ancient palace. But the lowest sum that will be considered by the Directors of the Chartered Bank of India, Australia, and China, in order to induce them to stay their hand, is £50,000, so that this morning's post has a deficiency of at least £25,000 to make up. 'Can it be done? Will some wealthy philanthropist come forward at the eleventh hour, and subscribe or guarantee the amount needed? The committee would be quite satisfied with the guarantee, as they are confident that, given time, they can raise the whole of the sum required from the public. As an evidence of the intense interest taken in the preservation scheme by some people, the following letter from a lady in Wimpole-street is worth quoting:—'I have already subscribed £5, and promised £5 towards the fund, and will guarantee an additional £20 to make up £50. This is quite out of proportion to her means, but it is deplorable that a building of such importance should be sacrificed—so little is left in London. We do not burn pictures—why destroy buildings? We (the Government) are doing all we can to save old architecture in India, and such folly is no longer possible there. Just after noon to-day, Sir Vezey Strong and his committee visit the bank, and Sir Vezey will put the position before the directors. He will ask whether the program made does not justify the directors' recommendation

of the decision they have arrived at with regard to the extension of time, and all lovers of architecture will hope that Sir Vezey's special pleading, and the splendid results he can show, will not be in vain. The fund at the present moment amounts to about £28,000, but that is not nearly enough yet to justify the Chartered Bank Directors relinquishing their newly acquired property in Crosby Hall. On the last day of the month Sir Vezey Strong, though hopeful, was still conscious that the position was critical as the whole situation hung upon the extension of time prayed for in order that the purchase fund should be brought up to the amount requisite to allow the Bank to forego its declared intentions regarding the demolition of the old building and the erection on that site of new Bank premises. He wrote on the 21st—'The Provisional Committee met at the Guildhall to-day, and it was reported that the information asked for by the bank at the interview with the committee on Tuesday, the 29th inst., had been furnished to Mr. Addison, the bank's legal adviser, but sufficient time had not elapsed to receive the directors' views. Meanwhile it is important to state that, despite the great public interest already evinced, and the support given to the committee, it must not be understood that the preservation scheme is secure. It is necessary to urge upon the public that every contribution received by the Bank of England and every guarantee given adds to the strength of the position, and that continued support is essential if the hall is to be saved. It is from the decision recorded in the telegram quite hopeless to rely on the influx of further subscriptions. Nothing will save the grand old Hall from extinction except the sudden intervention of one wealthy benefactor who will instantly provide the needed balance of about thirty thousand pounds. Once the dismantling has well begun the City of London will have to mourn the vanishing of one of its most precious historical possessions. As professor Flinders Petrie, the well-known Egyptologist and archaeologist, wrote on the last day of grace—'It will be an irremediable loss to the world cannot maintain a single ancient hall.'

TRADE IN SHANGHAI.

(6th December.)

Hongkong trade circles for some time past have been gloomy reading in particular those relating to the yarn market which are reproduced fortnightly in our columns. The conditions in the North appear to be not much more hopeful. According to Messrs. Ilbert & Co.'s report dated Shanghai, 28th ult., we learn that there has been more doing in certain classes of goods and yarn last week, but a large proportion of the business reported consists of re-sales by Chinese at very poor prices, even compared with the lower level to which most of the producing markets have fallen. As long as quotations in Shanghai are from ten to fifteen per cent. below replacing cost, importers are patiently waiting in the hope that some improvement in currency prices will be obtainable as the time approaches for Chinese to negotiate for spring requirements. Exchange seems to be still on the downward grade; the principal supports of the silver market have been withdrawn for the time being, and until confidence is restored in the West and brighter prospects are discernible in India, it is difficult to see what can bring about a substantial recovery. American cotton has again advanced to 6s. 10d. per lb, but the future of the market is full of uncertainty; the smaller crop estimate may eventually be counter-balanced by reduced consumptive demand, if the movement towards short time amongst the Southern Mills extends. Internal demand for cotton goods in the States has been checked, in common with trade of every description, by the new policy of "turning on the light"; the Shanghai market is unable to send any relief to manufacturers at present and the best interests of the trade will be served by abstaining from pressing for new business until the Chinese have had time to reduce stocks to much smaller compass. The opinion of dealers is that before long there will be more doing for the Yangtze markets, but there is little or no improvement in the North generally. The reported Government assistance of Newchwang has not brought about any change in the import market, whilst the influence of Nientien is as depressing as ever. Some new Chinese houses have done a small business for Tientsin, which may develop further as time goes on.

THE SHANGHAI MIXED COURT.

Never since the institution of the Mixed Court in the International Settlement has there been such pressure of business as at the present time, and never has there been more adequate accommodation for Bench, Bar, Police or Press—not to mention foreign or native prosecutors or witnesses. This is the satisfactory report given by the *N. C. D. Press*, which says that during the past few years many alterations and additions have been made for the benefit of the Bench—and for the Bar in civil actions—but Police and Press have been at great disadvantage owing to the fact that not only have they been without seating or writing accommodation in the Court, but have been unable to take up any position from which they could see correctly what evidence was being given to the Court by witnesses. During the interval between adjournment from Saturday morning to the opening of the Court on Monday, several welcome improvements have been made. The platform from which the Police conduct their cases and address the Bench has been raised to such an extent

that the Police officers in charge of prosecutions are now on a level with the Bench and so placed that they can hear distinctly what is being said by witnesses and defendants addressing the Bench from the "well" of the Court. Two rows of desks and seats have been placed on the West side of the Court, alongside the "well," from which Bar, Police and Press can hear the proceedings, and there is also a bench along the West wall for the use of complainants and witnesses awaiting the hearing of cases in which they are concerned. The new arrangement is by no means perfect, but will no doubt be heartily welcomed and appreciated by all who have to attend the International Mixed Court in any other capacity but that of defendant.

Telegram.

"HONGKONG TELEGRAPH" SERVICE

STEAM LAUNCHES IN THE CANTON DELTA.

THE QUESTION OF FOREIGN REGISTER.

IMPORTANT RESOLUTIONS OF OWNERS' GUILD.

[From Our Own Correspondent.]

Shameen, 6th December, 12.30 a.m.

At a meeting, which was held yesterday, under the auspices of the Steam Launch Owners' Guild, at which hundreds attended, including most of the owners, it was decided to make certain representations to the Viceroy. It was suggested that H.E. should request the Commissioner of Customs to permit Chinese launches to be inspected, as they are at present in Hongkong, by certificated engineers.

It was also proposed that the inspectors should be selected by the owners.

If the request be granted all Chinese launches at present under Foreign register will fly the Chinese flag from the 1st day of the 12th moon (4th January) next.

THE SUGAR INDUSTRY.

OUR JAPANESE COMPETITORS.

The board of directors of the Japan Sugar Refining Company (Dai Nippon Seito Kaisha) have decided to advise a lower rate of dividend for the last period by 3 per cent. than the 2 per cent. paid for the preceding period. This decision to pay 17 per cent. only, together with the action of the board of directors on other matters, has created discontent among the Osaka shareholders. Their main grievance, according to the *Osaka Tiji*, is that the travelling expenses appearing in the accounts as amounting to ¥10,000 are excessive, though the explanation was made that a large amount was required under this head on account of the negotiations for the incorporation of the Dai Nippon Sugar Refining Company. The shareholders are mainly dissatisfied at the rate of dividend proposed. They argue that Baron Shibusawa and the President of the company, Mr. Sakawa, who recommended a 17 per cent. dividend, hold comparatively small number of shares, while the larger shareholders proposed that a dividend should be paid at the same rate as before. A protest is also to be made concerning the legality of the general meeting which has been called for the purpose of considering the recommendation of the directors, should the proposal be passed. The general meeting was to be held in Tokyo on Friday last, but the result is not yet published. The *Osaka Tiji* adds that the result of the working of the company during the last period was less satisfactory than before in consequence of the decreased export of sugar, and it is alleged that the board of directors insist that the rate of dividend should be reduced, on the excuse of augmenting the reserve for the redemption of the company's debentures, with a view to concealing the unsatisfactory result of the half-year's working as compared with previous periods. But 17 per cent. does not seem such a very bad dividend, after all.

In reference to the condition of the sugar industry in Formosa, the *Asahi* observes that owing to the serious drought, which prevailed at the time of the replanting of sugar cane this year, the area under plantation has materially decreased, it being 2,258,000 showing a decrease of 810,000 as against the preceding season, and a still heavier reduction when compared with the season before that. But the area of plantation of the improved variety has continued to increase year after year, and this year has amounted to 2,225,000. This variety withstands drought, and yields more sugar. The new sugar will appear on the market in a week or so, and the total output this season is estimated at a value of ¥20,000,000, almost equal to that of the preceding season. Last season's shipment to Japan amounted to 104,000,747 lbs, representing ¥2,727,450, and exports abroad to 24,164,000 lbs, valued at ¥2,454,000. The export to foreign countries decreased year after year, and last season the shipment to Japan showed a decrease of about 18,000,000 lbs, due to the falling-off in the yield.

The proposal made by the board of directors of the Japan Sugar Refining Company to increase its capital from ¥300,000,000 provoked much opposition among a section of the shareholders. By the efforts of Mr. Marukami, head of the Tainan District Office, an arrangement has been effected, and at the recent general meeting of the company the proposal was carried by 244 to 50 votes.

STEAM LAUNCHES IN THE CANTON DELTA.

THE QUESTION OF FOREIGN REGISTER.

[From a Correspondent.]

Shameen, 5th December, 1907. Yesterday the Steam Launch Owners' Guild held a meeting at their headquarters in Honam, and members from other societies were invited to attend. Hundreds of persons assembled to discuss the West River patrol question and the president of the Guild, Mr. Yu Wan-mi, was elected chairman. The first motion read was the effect that the original cause of the British interference was due to ill treatment received by Chinese launch owners at the hands of the Customs officers, which induced the former to seek registration of the launch under foreign flags. Then other documents were read together with a list of the owners' grievances. Then those present were requested to offer their proposals. The proposal submitted by Chang Shung-wen and Wu Sam-ching was as follows:—Circulars should be immediately issued cautioning the villagers along the Canton river not to show signs of hostility, and to be engaged to preach the advisability of remaining impassive on board all the junks. The resolution passed by the launch owners on this motion was that such orators should be cordially entertained by the junks and be given free passage to anywhere they go.

(2) It was resolved that from the 1st day of the 12th moon (4th January, 1908) all Chinese-owned launches under foreign flags should be changed into Chinese flags.

(3) It was resolved to petition H.E. Viceroy Chang asking him to communicate with the Commissioner of Customs to obtain the dismissal of an officer in the Marine Surveyor's department.

(4) Permission be requested from H.E. Viceroy Chang to allow them to engage their own examiners, engineers, with first class certificates who will survey the hull and engines of their launches similar to that practised by the shipping companies of Hongkong, and then certificates given by them will be sufficient for the Marine Surveyor of the Customs to issue them their permit.

Tea and refreshments were then served before the close of the meeting. The Chief Officer from the central head and the 3rd Police stations in Honam went with several police to give the meeting protection.

The meeting was considered the best disciplined ever witnessed in Canton.

ANOTHER REPORT.

[From Our Own Correspondent.]

Canton, 5th December. Yesterday a meeting was held at the headquarters of the Steam Launch Owners' Guild in Honam, and there were present several hundred persons, launch owners and others, representing the Chinese-owned launches. The Police Department sent police to keep order at the meeting, besides several police officials were present. The majority present were of the opinion that, on account of the advent of the British flotilla at Canton for cruising purposes along the West River, the different villages along the river must be communicated with the fact, and advised not to be scared by the appearance of the British vessels and not to create any disturbance against them. A great deal of discussion passed at the meeting and all present considered that it was a necessity to insist upon the withdrawal from the practice of registering Chinese launches under foreign flags, in order that foreigners might not interfere with the protection of these launches, plying on the rivers, as nearly all the launches on the West River are owned by Chinese individuals or companies. It was decided to send members to deliver speeches in the different centres on the importance of changing of flags and registration under their own flag, and the question of the patrol service of the watersway of the province to be under the Chinese Government exclusively. As the object of the Guild is only to protect the interests of the Chinese-owned launches, other matters than those concerning them will not be discussed, and the Guild will, by no means, create any anti-foreign feeling or interfere with the authorities in their administration of affairs. It was pointed out at the meeting that the reason for the maintenance of the British as regards the patrol service of the watersway of the province to be under the Chinese Government exclusively. As the object of the Guild is only to protect the interests of the Chinese-owned launches, other matters than those concerning them will not be discussed, and the Guild will, by no means, create any anti-foreign feeling or interfere with the authorities in their administration of affairs.

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It is reported that the Ministry of War has decided to reorganise the arsenals in the various provinces of the Empire, and to establish three principal ones in the Northern, Central and Southern provinces. The Northern arsenal will be established at Tientsin, the Central at Kaifeng, Honan, and the Southern at Ningbo, Chekiang. Owing to lack of funds this reorganising plan will not be carried out at once.

A CRIMEAN VETERAN.

DEATH AT TAI-KOK-TSUI.

MISERY IN WEALTH.

Through the secluded life which he lived and the eccentricities which marked the habit of the recluse, it was not known that, in the out-of-the-way district of Tai-kok-tsu there lived, within the squalid hovel of a squatter's habitation, an old man who enjoyed the distinction of having been a Crimean veteran. Charles James Bryant, such was the name of the eccentric individual, fought in the Crimean War and was awarded the much-coveted honour of the Crimean medal. He obtained his discharge from the Grenadier Guards in 1857. Early in the sixties he found his way to China and enlisted in the Shanghai Police Force in 1864. Leaving the force he subsequently joined the Chinese Imperial Maritime Customs Service from which he resigned after having amassed comfortable competence. How he found his way to Hongkong there is no record to show, but it is known that he had been residing in the Colony for the past seven years, the last three of which he spent at the village of Tai-kok-tsu, beyond Yau-mai, on the mainland. He elected to live the life of a recluse, buying his own provisions, cooking his own meals and, in short, attending entirely to his own personal habits, under the circumstances, were, of course, next to nothing. Bryant pursued the idiosyncrasies of his peculiar nature undisturbed and unobserved except by the Chinese village squatters who live in the vicinity of his miserly habitation. This morning the old Crimean veteran was found dead by Sergeant Simm in his little hovel amidst all the exterior evidences of misery, dirt and squalor. His belongings were not worth twenty cents. Upon examination of the old rags which by courtesy were assigned to the body of the eccentric old man, were found about \$500 in cash. Bryant is known to own some landed property in the Western district of the Island and is reputed to be possessed of a deposit receipt for \$5,000 in one of the local Banks. He was believed to have a surviving sister living in England, and a son whose whereabouts is not known in Hongkong. His funeral will take place to-morrow morning, at Happy Valley, at nine o'clock.

BURIED AT HAPPY VALLEY.

FUNERAL ACCORDED MILITARY HONOURS.

The remains of the late Charles James Bryant, the Crimean veteran, whose death was exclusively reported in our column last evening, were laid to rest at Happy Valley this morning. The life history of the deceased was one surrounded more or less with mystery for having fought in the Crimean War, and won all the glories which the victories of British arms can claim, Bryant secured the honours of the surviving few who took part in the history-making of the actions fought during that memorable war in 1854. His last days, as reported in our last issue, were marked by the erratic behaviour of an eccentric mind due, no doubt, to that old age which is called by some the "second infancy." Though possessed of considerable means, the famous veteran lived the life of a hermit far removed from all intercourse with his European fellow-men. Away in the remote village of Tai-kok-tsu, in a squalid shanty whose dimensions did not exceed some ten feet by five by ten the eccentric old man for the past three years spent the remaining days of his lonesome life, unvisited and unvisited. He chose for his habitation a miserable old squatter's hut, the remote corner of the village, and to all intents lived the life of a miserable pauper when he was possessed of sufficient means to secure for him all the comforts and even luxury which his advanced years should have entitled him for the remaining days of a strenuous life. However, through the eccentricities of his temperament he preferred the squalid environments which are begot of avarice, and amidst such surroundings the veteran passed away without a single attendant, entering only to be found dead by Sergeant Simm who is in charge of the district on the mainland.

It was at first believed that Bryant would have been given a pauper's funeral, but when his past history became known to the Military Authorities the deceased was accorded all the honours of a Military burial. Charles James Bryant joined the Coldstream Guards (not the Grenadiers as erroneously stated yesterday) in 1857 when eighteen years of age. He soon became a corporal and subsequently rose to the rank of a sergeant. He obtained his discharge after five years' service. As already stated he took part in the Crimean War and won the Medal with four clasps, viz., Alma, Inkerman, Balaklava and Sebastopol. He was also awarded the Crimean Turkish Medal. Both these decorations were laid on his coffin to-day. Before proceeding to China he first served in the London Metropolitan Police. From both these forces he retired with a "good conduct" endorsed on his papers which have been found since his death yesterday. Joining the Chinese Imperial Maritime Customs service he was posted to Canton, whence he was later transferred to Hongkong.

As stated above Bryant's funeral this morning were attended with all Military honours. As befitted one who had served his country, with such conspicuous distinction as on the fields of Alma, Inkerman, Balaklava and Sebastopol. The body of the deceased was removed from the village of Tai-kok-tsu to Hongkong yesterday. The coffin was carried to the grave by sergeants of the local Garrison. The Band, with muffled drum, of the 3rd Middlesex Regiment was in attendance, besides a firing party from the same Regiment. There were also a few Commissioned Officers from the Regiments in Garrison to pay their last tribute of respect to one of the few survivors of a memorable war in the days of the Crimean. Some beautiful wreaths were sent by the Military, and a service at the graveside was performed by the Rev. C. H. Hickling. After the body had been consigned to the grave the firing party fired the usual three volleys; and to the sound of the "Last Post" the last of the mortal remains of a remaining few of the sturdy warriors were laid to rest in that section of the Colonial Cemetery which is set apart for the noble Defenders of the Empire.

LOTTERY TICKETS.

IMPOSITION PROHIBITED.

The following notice, dated the 18th ulto, appears in the Government Gazette:—
1.—The Imperialists into Hongkong through the Post Office of any lottery ticket or advertisement of any lottery or of any lotteries, post card or circular concerning any lottery is hereby prohibited.
2.—The Postmaster General may seize all such lottery tickets and letters, post cards or circulars concerning a lottery and cause the same to be returned to the post office at which they were mailed.

THE LATE MRS. TAYLOR.

We have received the following communication from Sir Frederick Lugard:—

December 3rd, 1907.
Sir,—Lady Lugard and I have been deeply touched by the sympathy which has been shown to us in our sorrow, and we would like to say for ourselves and for Captain Taylor and for Mr. Brackenbury how grateful we feel.

We would also like to say that we hope this kind feeling will not take the form of postponing the festivities or cancelling the social engagements which are usually made at this time of year. The prominent trait in the character of Mrs. Taylor was happy joy of life and loving sympathy in the joys and pleasures of others, and we feel sure that what she would have wished would be that the social life of the Colony should go on as though she were still taking her own part in it.—Yours truly,

F. D. LUGARD.

THE PIRATED JUNK.

REVIVAL OF AN INTERESTING CASE.

THE ATTORNEY-GENERAL'S LOCUS STANDI.

A very interesting point was raised in the Supreme Court, on the 4th inst., before the Full Court, comprising their Honours Sir Francis Pigott (Chief Justice) and Mr. A. G. Wise (Puisne Judge), when application was made for leave to appeal from the judgment of Mr. Justice Gompertz, delivered last month, in the case in which Ip Tsung Nin sought to recover from Kwong To King, or, in the alternative, his value—\$1,000. Mr. Justice Gompertz, in deciding the case, held that the sale of the junk in his opinion was a sale of goods in "market overt" within the meaning of the Sale of Goods Ordinance, 1895, and found for the defendant.

The circumstances under which this action was commenced, readers will recollect, were as follows:—The plaintiff, Ip Tsung Nin, is a salt fish dealer carrying on business at Chak Po village, Yeung Kong district, province of Kwang Tung. He was the owner of two fishing junks which went out as usual to fish in company on August 17. One of these junks, in respect of which this claim is brought, had a crew of eight men, including the master—Kong Luk. When at sea, at about 10 p.m. next morning (18th August), the vessel was boarded by armed pirates who overpowered the crew and forced them into the hold, taking possession of her and navigating her to Kowloon—uninhabited spot on the Chinese coast. Here the crew were put on shore about 3 p.m. on August 18th. The pirates then sailed with the vessel and the boat in which they had come aboard. The crew made their way home by land, arriving at Chak Po on August 28th, where they reported to the owner. The plaintiff had in fact received the news of the piracy of this vessel on August 19th from the junk which had been her consort. On August 20th he reported to the local authorities. On September 9th he went in company with the master to Kowloon, thence to Macao, and thence came to Hongkong, where on September 23th he found the missing vessel at anchor at Shau-ki-wan, in possession of the defendant. He reported the affair to the Harbour police. The delivery up of the junk was demanded by plaintiff's solicitor, but defendant was only willing to comply on being satisfied by the plaintiff's solicitor and on receiving from plaintiff the amount of the purchase money with interest and all his expenses.

Mr. W. Rees Davies (Attorney-General), instructed by Mr. F. B. L. Bowley (Crown Solicitor), of Messrs. Dennys and Bowley, appeared for the appellant. Mr. M. W. Slade, who was instructed by Mr. E. J. Grist, of Messrs. Wilkinson and Grist, was for the respondent.

Mr. Davies—Your Lordships, I appear for the appellant, and ask for permission to appeal against the decision of Mr. Justice Gompertz.

Mr. Justice Wise—You want a day fixed for the hearing of the motion?

Mr. Davies—Yes.

Mr. Justice Wise—Whom do you appear for—the Government?

Mr. Davies—I appear for the appellant.

Sir Francis Pigott—In this action?

Mr. Davies stated that the case being a very interesting one to the public he was instructed by the Government to appear for the appellant.

Sir Francis Pigott—I should like to have some authority on your locus standi.

Mr. Davies—I will do so when the case comes up. The Crown Solicitor, he stated, appeared for the Crown in the Court below on instructions from the Government.

Sir Francis Pigott—I don't see how he can appear.

Mr. Justice Wise—I think the application had better be adjourned and the case can go on when you have showed your right to appear.

Mr. Davies—I thought by permission of the Government I am entitled to appear.

Sir Francis Pigott—Not as Attorney-General.

Mr. Davies said he could not appear in any other capacity, besides he was not being fortified by a big lie.

Sir Francis Pigott—The argument will last about half an hour. Would Wednesday suit you?

Mr. Justice Wise—That without prejudice of the right to appeal.

Mr. Davies—Yes. In the meantime I would ask for stay of execution.

Sir Francis Pigott—Has there been no stay?

Mr. Davies—No.

Mr. Justice Wise—Leave it over until next week.

Mr. Davies—It is customary to grant the stay.

This was granted, and the hearing was fixed for next week.

RUSSIA IN THE FAR EAST.

PROPOSED WORKS IN SIBERIA AND SAGHALIEN.

A Vladivostok message to the *Asahi* gives the following summary of the principal works in the Far East proposed in the Russian Budget for next year:—

1.—The budget granted to the Volunteer Fleet and to the East Asia Steamship Company is to be increased by 30 per cent. on the figures for this year.

2.—The dispatch of financial agents to open ports of Japan.

3.—A sum of 20,000 roubles is to be set aside for the establishment of the Russian consulate at Tsuruga.

4.—A subsidy of 50,000 roubles is to be granted to the Vladivostok Electric Railway Company.

5.—A sum of 1,000,000 roubles is to be set aside for developing the natural resources of Saghalien.

6.—The export of timber from the Ussuri district is to be conducted by the Government, all expenditure incurred thereby to be borne by the Government.

ARMED ROBBERY IN CHINA.

GROCER BOUND AND BEATEN.

Mr. Li Cho Wan, a grocer, living in the Sao Cho village, Pan U district, in the Kwangtung province, who was sleeping in his bedroom on the ground floor of his house shortly after midnight on the 24th ulto, was awakened by a noise in his room. He was lying with his face near the wall, and on turning round he saw in the gloom the figure of a man standing near his head.

Mr. Li, it might be mentioned, is a man of about forty years of age, and not more than five feet four inches in height, but he has plenty of pluck. He made a lunge at the figure at his bedside, half springing out of his bed. His blow landed but in return he received one full in the face that knocked him back on the bed. He never had time to tell the other man shot out from the gloom on the left hand side of his bed and dealt him a severe blow on the head. Mr. Li had been partly dazed by the first few blows and a couple more put him in such a condition that it was impossible for him to call for assistance. At no time, however, was he entirely unconscious.

One of the robbers, who held a lighted torch, drew a revolver from his pocket, and holding it close to Mr. Li's face, threatened to blow out his brains if he moved, while the other bound his hands—palms together—with stout pieces of cord. Having fastened the unfortunate man's hands, they went to work to bind his feet.

There are three windows in the room. One opened in the main road, another in a lane, and the other at the back of the house, overlooking a paddy-field. Mr. Li was unable to see his assailants until they began to tie his feet. Then he saw that they were all marked. Having accurately bound the feet of the robbers started to work to ransack the house. They went through his clothes, broke open his trunk, and removed all the valuables therein. Before leaving one of the robbers produced a gag and forced it into the grocer's mouth and hoisted it behind his neck. Then they left.

Mr. Li lay motionless for nearly half an hour. Then he tried to release himself, which he did in a few minutes. He then ran to the window and shouted for help, but subsequently turned upon him to find his wife and family had been harmed. His blood-stained and battered appearance gave them a fright, and while Mr. Li called for help from a rear window his wife called in the neighbours. Nothing could be done at that late hour, and next morning, Mr. Li reported the outrage to the District Magistrate, who caused inquiries to be made, but with no results. It was discovered later that one of the men, who was supposed to have been implicated in the outrage, had taken passage to Hongkong. The police authorities were notified, with the result that a man named Chak Wong was arrested in the Central district on suspicion. The suspect was arraigned at the Police Court, last Tuesday, and the case was remanded for a week.

THE "STAR" FERRY FRACAS.

POLICEMAN FINED.

The case against Captain Watson of the dredger *Canton River* and Frederick Norman of the *Sailors Home*, for behaving in a disorderly manner in Connaught Road, was again continued at the Police Court, this afternoon. As before Mr. Goldring appeared for the dredger, and Mr. H. G. Grist for the *Sailors Home*. The police officers were notified, with the result that a man named Chak Wong was arrested in the Central district on suspicion. The suspect was arraigned at the Police Court, last Tuesday, and the case was remanded for a week.

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GARRISON RELIEFS.

DEPARTURE FROM SINGAPORE.

DUE NEXT WEEK.

It is notified in the Orders issued by the Major-General Commanding the troops in South China, that the H. T. Sicilia left Singapore 8 a.m. 4th instant and may be expected here on 10th instant, with the undermentioned details:—

ROYAL GARRISON ARTILLERY.
Major D. F. H. Logan and wife, Captain K. D. Hutchison, wife and a child, Captain V. L. Beer, wife and a child, Lieut. R. H. Fitzroy, and Lieut. A. W. Chapman, and Lieut. F. W. Thicknesse.

246 N. C. O.'s and men, 26 women, 30 children.

ROYAL ENGINEERS.

Lieut. B. H. Coke and wife, Lieut. E. Woodhouse, and Lieut. C. R. Shannon, and Lieut. C. R. Rivers-Moore, wife and a child, and Captain Walker.

74 W. O.'s, N. C. O.'s and men, 3 women and 3 children.

3RD MIDDLESEX REGIMENT.

154 N. C. O.'s and men, 2 women, 2 children.

ARMY SERVICE CORPS.

Major H. F. T. Fisher and wife.

11 N. C. O.'s and men, 1 woman and 1 child.

ROYAL ARMY MEDICAL CORPS.

Colonel H. Marlin, Major S. Macdonald, Lieut. and Col. Mr. T. Glenon, wife and daughter, Lieut. G. A. Benson, Miss A. N. Sharrock (nursing staff).

24 N. C. O.'s, 2 women, 5 children.

ARMY ORD. DEPT. AND CORPS.

Lieutenant-Colonel W. Lambert, wife and daughter, Captain J. A. S. Murray, wife and a child, Captain A. Barker, and 5 children, Captain O. Brown, wife and 4 children.

1 foreman, 17 N. C. O.'s and men, 6 women, 9 children.

ARMY PAY DEPARTMENT AND CORPS.

Major A. B. Lander, 2nd Class Asst. Accountant S. P. Warbrock. 3 N. C. O.'s and men, 2 women, 1 child.

CHAPLAIN'S DEPARTMENT.—Rev. A. D. Ennis and wife.

ARMY SCHOOLS.—Schoolmistress Miss B. C. Myles.

MISCELLANEOUS.—Convalescents from Singapore.

No N. C. O.'s or men, except those on duty, will be allowed aboard without a pass signed by the D. A. A. and Q. M. G.

The P.M.O. will attend a Medical Officer's proceeding on board in accordance with para 1624, King's Regulations.

The following will be the order of disembarkation on 10th instant:—

(a) Convalescents from Singapore.

(b) Details Middlesex Regt, with light baggage.

(c) Details R.E. with light baggage.

(d) Details A.S.C., R.A.M.C., A.O.C., A.P.O. with light baggage.

(e) Families.

(f) Details R.G.A.

(g) Invalids. Under arrangements made by P. M. O. Lighters and coolies for heavy baggage to be alongside immediately on vessels arrival.

Transport arrangements will be made to distribute baggage to Units from R.G.A., R.E. and 3rd Middlesex Regiment, consisting of N.C.O. and 6 men of each unit, will be detailed to parade at A. S. C. Pier on ship's arrival to sort baggage, and a representative from each Corps and Department will attend to assist.

The Chief Ordnance Officer is authorized to issue the necessary tickets for the accommodation of Troops arriving by H.T. Sicilia.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The scores made during the month of November were as follows:—

GOVERNOR'S AND CHATER CUP.

Mr. A. Jenkins	69	scr.	69
Mr. R. Baker	67	2	69
Mr. A. Moir	63	6	69
Mr. J. Olson	49	20	69
Mr. J. H. Pidgeon	67	scr.	67
Mr. J. C. Cow	67	scr.	67
Dr. E. Evan Jones	60	4	64
Mr. L. G. Bird	57	7	64
Mr. A. W. J. Watt	54	4	64
Mr. A. Mackenzie	51	4	64
Dr. J. M. Johnston	40	12	52
Mr. E. W. Terry	41	10	51

13 Members shot and there were 80 entries.

BERKELEY CUP.

Mr. J. C. Cow	69	scr.	69
Dr. E. Evan Jones	55	4	59
Mr. A. W. J. Watt	53	4	57
Mr. H. W. Bird	47	8	55
Mr. B. Blowing	47	8	55
Mr. E. W. Terry	41	10	51
Capt. Lawington	36	6	42

9 Members shot and there were 24 entries.

METHURST CUP.

Mr. W. J. J. Gast	9	hits	9
Mr. L. Gibb	6	5	11
Mr. W. J. Watt	6	5	11
Mr. A. Jenkins	5	1	6
Mr. G. Gibson	4	1	5
Dr. E. Evan Jones	4	1	5
Mr. J. C. Cow	3	1	4
Mr. R. Baker	3	1	4
Mr. H. Pidgeon	2	1	3
Mr. J. Douglas	2	1	3
Mr. E. W. Terry	2	1	3
Mr. J. C. Cow	0	hits	0

12 Members shot and there were 12 entries.

POOL.

Pools were won by Members as follows:—
2nd and 3rd Nov., Capt. B. Branch, 47-4 69.
9th and 10th Nov., R. Baker, 67-4 69.
23rd and 24th Nov., J. C. Cow, 69 scr. 69.
30th Nov. and 1st Dec., J. C. Cow, 9 hits.

In the Supreme Court, at Singapore, on 25th ult., a rather amusing case concerning the usual Chinese method of taking the oath by cutting off a cock's head, occurred. Mr. Lowell appeared for a Chinese plaintiff who contended that the case should go against him if defendant (represented by Mr. Gann) would swear in the customary fashion by cutting off the cock's head. He agreed to do so, but refused to challenge the plaintiff to prove his contention in the same way. And this he promptly did. Upon this it was agreed by the defendant that the plaintiff should get judgment. This strange reversal of positions was mentioned to Mr. Justice Fisher yesterday, and he allowed the matter to stand over for the settlement to be confirmed. "There seems to be something in this peculiar method of swearing over the unfortunate domestic bird," observed Lord, "but perhaps at that other way we are best acquainted with, and with the impressive 'S' word."

MR. CHAS. HARDOUIN IN CANTON.

ENTERTAINED BY THE FRENCH COMMUNITY.

On Wednesday, the 4th inst., at noon, the French Community of Shanghai, Canton, was invited on board a. Charles Hardouin to meet Mons. Charles Hardouin, Consul-General for France on an inspecting mission, in whose honour a luncheon was given. Covers were laid for fifty guests. Mr. Pasquet, in his double capacity as the oldest French resident in Canton and as agent of the Compagnie Francaise Indes de Canton, steamer belongs, invited Mons. Hardouin; recalling the days when the Consul-General was at the Consulate with them and said the community had always a happy recollection of his stay in Canton. The speaker alluded to Mr. Hardouin's yeoman service in these regions before his appointment to Tonkin and welcomed him to Canton again even though for a brief stay in their midst. He spoke in high terms of the guest of the day whose career of usefulness as a diplomat was destined to attain to the highest degree of eminence in the service of France. Mr. Pasquet also spoke in eulogistic terms of the services rendered in his capacity as Consul by Mr. Veronard who has been a worthy successor to Mr. Hardouin. The Consul-General returned thanks in terms of emotion and wished all success to the new Messageries Compagnies which has before it an era of prosperity which it had not known before.

BEGGARS.

It is commonly thought, even by people who have lived there, that beggars in the East are a far more decided and prominent place in the daily life of complex communities than they are in the West. But one has to confess on deeper thought that the latter adjective is not quite so applicable in regard to number as one at first blush is inclined to consider. There is of course no question that itinerant beggars of the East are a far better organized and cleverer community than are those of the West, but whether they are vastly superior in numbers at least in places such as Singapore, is possibly in many of the more Europeanized portions of India, at all events, is open to some question. At home the beggar is generally regarded as a beggar from real want, in the East Europeans are apt to put him on quite another plane and say that he adopts the profession not from want but as a definite and successful calling. Yet one has only to read the police court cases at home to have the delusion shattered, for in many instances the amount of money found concealed among the rags and tatters would make up a daily caroling money-hawking labourers would be proud to claim. The times when beggars have been found in the possession of silver are not a few, and of gold occasional, and in this respect the home gentleman has an advantage over his eastern brother in that the lowest unit of coinage generally bestowed is worth more than it is here. In China the beggars, as every other section of that intricate piece of machinery, the Chinese nation, have brought their profession to a really high pitch of craft, fence and organization. For their own part they have such power that the shopkeeper, who does not give, stands a very fine chance of having his trade so impeded by passive opposition, as to induce him very shortly to buy of the too persistent attentions of the bowl bearer. But above and beyond that the beggars form amongst themselves a very fairly organized detective and information agency, of which neither the police nor the criminals are too proud to avail themselves. Even in the Straits the latter make use of the itinerant wanderer often to good effect, and a beggar lounging round your back pack will do you well not to disregard. The Chinese beggars differ somewhat from their western brethren inasmuch as they inconvenience themselves in order to elicit sympathy, whilst in most cases the European attempts to inconvenience someone else. Thus your eastern disciple of the art will produce upon his own body sores and deceptions which make the newcomer shudder with sympathetic loathing. True, on examination the sores displayed with engaging frankness and pardonable pride, but then one is going to stop in the middle of the street and lift the loathly plaster and filthy rags to see if things are what they really seem. When this is done, however, the result is generally another testimony to the ease with which humanity can play on credulity. Of course there are cases where the injuries are genuine, witness the Chinaman who probably never had a better stroke of luck financially than when he met the Malay pirates somewhere amongst the islands round Singapore and suffered the result of his arms, and now he is a respected landmark of Raffles Square. Around the beggar who does not descend to disguise in order to excite generosity, there grows after a time an air of prosperity and respectability which in itself is sufficient guarantee of genuineness and almost invites consideration without any appeal to alms. Against the gentlemen here who occasionally really bear the afflictions of Lazarus, there are at home those who are too careful of their own feelings to ape the variations of the art, and instead carry round with them children, whose tiny red noses, dirty faces and bitter crying—stimulated by well judged pinches draw alms in satisfactory stream from the purses of the ladies especially. Against the gentleman who paints on his sores, we have in the west the expert who can so double up a leg as to appear to have lost that valuable member, or who by the aid of soap and a few drops of cologne can, when the policeman is round the next corner, gain much sympathy, advice and current coin at the hands of a broad-minded and often generous crowd.

Taking them all in all one is inclined to think that whilst the eastern men of the trade are more numerous and better organized as a definite section of the body politic, the difference in numbers, skill, persistence and success, is not so marked as one somewhat hypocritical bent of mind would lead most of us westerners to imagine.

ARRIVAL OF BELGIAN LEGATION GUARD.

BY ROUTE FOR PEKING.

A small company of Belgian soldiers, who are to relieve the present guard of the Belgian Legation at Peking, arrived last Thursday morning by the German mail s.s. "York". Before their departure from home Lieutenant Lambert, who is in command, was entertained at a farewell banquet in the Jardin Zoologique by his colleagues, the officers of the Second Guides, and after the company arrived on board the vessel a representative of the Minister of War, accompanied by the Legation staff, the new guards of the Belgian Legation, says a Belgian contemporary, will make a good appearance in China; they belong half to Flanders and half to Wallonia.

INTERPORT COMPETITIONS.

A project is under the joint consideration of the authorities of Manila and of Singapore, to have a British Military team from the latter Colony to Manila to compete against a team of American sports during the carnival week. The interport sports idea in the Far East is evidently becoming popular among the communities concerned, and we rejoice to think it should do so. The excellent relations so happily subsisting between Hongkong and Shanghai is largely due to the fact that no question about it to the spirit of friendly rivalry (about now through a long term of years) that has been developed between the two ports by such contests as the interport match which was decided a week or ten days ago on the Hongkong cricket ground, and in a minor degree, by the interport rifle contests which have now become annual and in which Singapore generally, and one other participant, Straits Settlements, occasionally, but not in it. But the rifle matches are simply "not in it" with the interport cricket matches, in which the selected champions from one port visit and are entertained by their rivals at the other port for a week or so, as a means of developing the sentiment of mutual regard and esteem. Shanghai and Hongkong have unquestionably derived immense benefit from the holding of these functions. They have become, in a very real sense, friends and allies of each other, and neither can do without producing a sympathetic thrill of sorrow or rejoicing in the public mind of the other. All this involves an increase in the number of private friendships, which must be productive of a corresponding extension of business relationship, between the residents of the two ports; adding immeasurably to the pleasures and interest of foreign life in the Far East and promoting the material prosperity of the places participating in the intimacy, in an eminent degree, in the Far East ought to have the kindly advances which Manila and Singapore are making to each other in the matter of rifle shooting and prize for their successful termination. The news that they have taken place is all the more welcome by reason of the intelligence by which it is supplemented in the Southern papers, namely, that there is a possibility of a crack Australian team being sent to Manila, and British teams drawn from and from one or more Indian corps. Hongkong is also mentioned in the same connection. How much Shanghai! Would it not be possible to have a Model Settlement represented by a team of "cracks" from the S. V. C.?

They would certainly give a good account of themselves, and we heartily commend the suggestion to the consideration of the senior and the more enthusiastic officers of the Corps. It is too late now to think of participating in this year, arrangements might be made for a similar year, with a chance for Shanghai, and possibly Tientsin, to look in next year. It would be a pity if the London and the other ports were to have the pleasure of such an event all to themselves, and we should be glad indeed, to hear that the proper people had taken up the idea and were arranging a rifle meeting at some convenient port—Macao, let us say, which is one of the most delightful places in this quarter of the world, and would be sure to derive a great deal of benefit from such an arrangement—in which representative rifle-shots from every place where there are foreign residents—Americans, Portuguese, British, Japanese, could assemble together and see which were the best marksmen at a target.

That the idea of a Manila-Singapore-Hongkong contest is likely to be realized, may be confidently inferred from the following letter which was written recently on the subject by Major Parker of the Hongkong Garrison to Captain Langhorne, U.S.A., Manila:—

"I hope very much that it will be possible to arrange some rifle matches and certainly agree with you that any such matches are valuable, as they bring first hand knowledge of the different circumstances at the different localities."

I give you below the dimensions of targets in general use amongst us for match firing purposes:—

800 yds. to 1,100 yds. Bull's eye, 36 inches; inner, 54 inches; magpie, 72 inches; outer, remainder of 10 ft. x 6 ft. target.

500 and 600 yds. Bull's eye, 20 inches; inner, 32 inches; magpie, 48 inches; outer, remainder of 6 ft. sq. target.

200 and 300 yds. Bull's eye, 5 inches; inner, 12 inches; magpie, 24 inches; outer, remainder of 4 ft. sq. target. N.B.—In this target both bull's eye and inner are shown as one black circle, the inner being defined by a slight line in white.

Usual scoring is: bull's eye 5 points, inner 4 points, magpie 3 points, outer 2 points. Targets are made with wooden frames and the body of it of paper, and the position of the bull's eye and inner is shown by a small black circle, the inner being defined by a slight line in white.

A very good competition that we had on one occasion was as follows: teams of 20 men, unlimited number of rounds, time allowed 5 minutes, 1st stage: 10 furling iron plates, 1 ft. square at 600 yds. All to be knocked over by force team can proceed to 2nd stage. 2nd stage (to commence immediately on completing 1st stage and all corners within the time limit) double 500 yds. to 500 yds. range and open the remainder of the time allowance in firing at 12 small oval targets 8 inches x 5 inches placed at 12 ft. x 12 ft. above the ground; the direct (not ricochet) only to count. Then such competitions as:—vanishing target competitions, target to represent a man's head and shoulders only. Teams of 5 or 6 men. Distance, say, 300 yds. target exposed for 3 seconds only at intervals varying from 5 to 10 seconds and at different places along a front of, say 50 yds.

It is usual also to make a strict condition about use of cover and unnecessary exposure of the head and body in such competitions. We should be ready to fire in any such practical way, as to bring at fixed match targets with bull's eye etc.) matches, as long as we knew the conditions sufficiently soon in advance. And of course in such competitions we try to make the conditions resemble those of active service as far as possible. I have mentioned the two above just to show you the sort of things that we do. As long as the target is reasonably visible a man should be able to hit it. —Chang Kai Yung.

THE DR. BONDY CASE.

ARREST OF FRENCH CONSUL'S SON.

The Singapore Free Press of 3rd ult. says:—Mr. Chief Justice Law gave judgment in this case yesterday, and awarded the plaintiffs \$500 each, damages for false imprisonment, but dismissed the claim for malicious prosecution, on the ground that the plaintiffs had been in no way injured by the arrest, and that the arrest was justified by the facts.

In his judgment the learned Chief Justice recited the facts of the case. The two plaintiffs, who are 14 and 12 respectively, and their tutor, went out rowing in a small boat early in the morning and when they got to the middle of the river, they were stopped by a police boat, and the plaintiffs, who were in the boat, were taken to the police station. The plaintiffs, who were in the boat, were taken to the police station. The plaintiffs, who were in the boat, were taken to the police station.

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WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:-

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:-

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Sai Kung.
Cape Collinson. Sha Tau Kok.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

F. G. FROD, Director.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Coochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15 for 1-year ending 30.6.07 @ ex	12 1/2	\$505 ea. and b. 505 ea. and b. new issue London 4/8
Do.	40,000	\$125	\$125	\$500,000		2 1/2 3/16=316.04		
National Bank of China, Limited	99,925	£7	£6	\$1,735	\$71,295	\$2 (London 3/6) for 1903	8 1/2	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,500,000	none	\$20 for 1906	8 1/2	\$250
North China Insurance Company, Limited	10,000	£15	£3	\$1,200,000	Tls. 304,424	Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 1/2	Tls. 29 sales
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$1,400,400	Final of \$12 making \$42 for 1905 and Interim of \$50 for 1906	11 1/2	\$780 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,500,000	\$394,520	\$12 for year ending 31.12.05	8 1/2	\$150 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,500,000	\$364,980	\$6 and bonus \$2 for 1905	8 1/2	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$435,236	\$40 for 1905	12 1/2	\$322
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$95	\$1 for 1906	6 1/2	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$4 for year ending 30.6.1907	10 1/2	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2	\$50 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$600,000	£3,694	5/- for 1906 @ ex 2 1/2 = \$2.24 per share	12 1/2	\$40 sellers \$28 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,400,000	Tls. 13,327	Interim of Tls. 12 for account 1907	12 1/2	Tls. 44 buyers
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,871	£172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2	Tls. 50 sales 44/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$137	\$1.00 for year ending 30.4.1907	4 1/2	\$21 buyers \$104 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,400,000	Tls. 13,327	Final of Tls. 2 making Tls. 6 for 1906	12 1/2	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$9,218	\$8 for year ending 31.12.06	8 1/2	\$100
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	none	\$3 for 1907	5 1/2	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 8,935	Tls. 4 (8 1/2) for year ending 31.8.06	5 1/2	Tls. 80 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2	Tls. 15.55 b.
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000	£4,873	No. 12 of 1/-=48 cents		\$82
DOCKS, WHARVES & GODOWNS.								
Feawick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,355	\$1.75 for year ending 31.12.06	12 1/2	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2	\$65
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$101,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2	\$97 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,100,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 1/2	Tls. 75
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$1,100,000	Tls. 23,117	Interim of Tls. 8 for account 1907	9 1/2	Tls. 197
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,100,000	Tls. 3,388	Tls. 6 for 1st 12 months ending 28.2.07	6 1/2	Tls. 103
Motor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2	\$21 buyers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,578	\$1.80 for 1906	19 1/2	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 1/2	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$5,628	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2	\$95
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2	\$104
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,689	\$2 1/2 for 1906	7 1/2	\$35 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,950,000	Tls. 61,078	Interim of Tls. 3 for account 1907	7 1/2	Tls. 100 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2	\$48
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	20 1/2	Tls. 49 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$14,269	50 cents for year ending 31.7.07	5 1/2	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2)	10 1/2	Tls. 50 buyers
Lao-koong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$800,000	Tls. 31,469	Tls. 8 for 1906	10 1/2	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000	Tls. 50,663	Tls. 50 for 1906	10 1/2	Tls. 280 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,032	\$638	1/3 per share for 1906	9 1/2	\$64
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$653	\$5 for 1905		\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	\$1 for 1904		\$10 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 614 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.06	8 1/2	\$9 buyers
Do. Do. special shares	50,000	\$15	\$15	\$750,000	\$855	80 cents for 1906	8 1/2	\$10 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$2,974	\$1.50 for year ending 31.7.07	8 1/2	\$10 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,875,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 1/2	\$11 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	\$2,953	\$1 per share for year ending 28.2.07	6 1/2	\$15 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$4,361	Interim of \$4 for 1-year ending June 30th '07	8 1/2	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 1/2	Tls. 512 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	Tls. 10,374	Third Interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	8 1/2	Tls. 41 sales
Maatschappij tot Mijn- Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	\$2,500,000	\$4,655	\$1 per share for period from 19th Oct. to 30th Apr. '07	8 1/2	\$1 buyers
Peak Tramways Company, Limited	50,000	\$10	\$10	\$500,000	Dr. P. 34,324	None	7 1/2	Tls. 107 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2	Tls. 41 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,200,000	Tls. 9,751	Tls. 4 for 1905		Tls. 61 sales
Shanghai Horse Bazaar Co., Ltd.	4,000	Tls. 50	Tls. 50	\$200,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	9 1/2	Tls. 114 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$450,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 1/2	Tls. 335 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$600,000	Tls. 85,592	Interim of 15/- for account 1907 (old)	6 1/2	\$15 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$327,000	Dr. 41,034	Interim of 17/3 for account 1907 (new)	6 1/2	\$15 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	1478	None		\$15
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	Tls. 15,295	40 cents for year ending 31.5.07	6 1/2	Tls. 97
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$200,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	8 1/2	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	First year		\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,350	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares (or 9/- and \$11.50)	8 1/2	\$10 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	Interim of 30 cents for account 1907	7 1/2	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$41	Final of 35 cts. making 60 cts. for the year ended 30th June, 1906		\$5 buyers

* These shares are entitled to half of the profits.